

APRIL 25, 1955

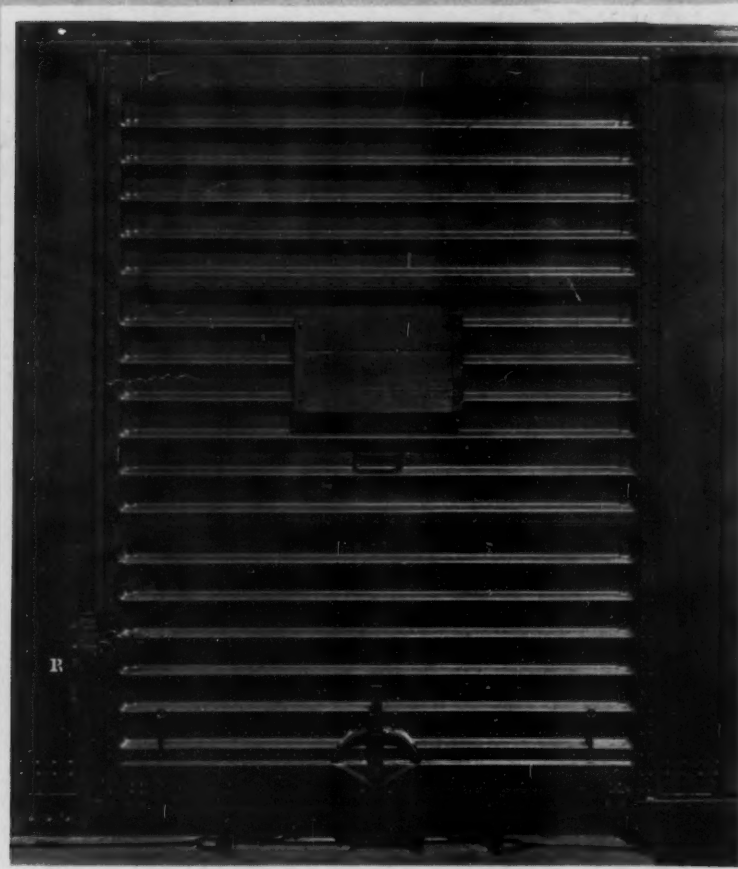
New Trains for Canada . . . p. 38

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April 25, 1955

Vol. 138, No. 17

Week at a Glance

Ex Parte 175 rate increases would be made permanent if the ICC approves a petition to that effect just filed by the railroads. 7

Is your name on the list of 289 respondents who correctly answered the car service "quiz" in our March 14 issue? 34

FORUM: The Cabinet report deserves wide support. It is, on the whole, a discerning, intelligent, courageous first step toward competitive equality for railroads. The next step is do everything possible to explain the urgency and the justice of its recommendations to the American public. 37

New trains for Canada — the CNR's "Super Continental" and the CPR's "Canadian," both now in service—set a new high in luxury and a new low in time for Montreal-Toronto-Vancouver rail travel. 38

Cars for new CPR trains are now being delivered by the Budd Company. 44

More rate-making freedom—That's essentially what is called for by the report of President Eisenhower's Advisory Committee on Transport Policy and Organization. It recommends a new approach to regulation which would recognize the present competitive situation and strengthen the common carrier system. 49

A key to better operations can be provided by increased use of electronic computing equipment. 52

They're built to maintain zero — the 50 mechanically cooled refrigerator cars built for the Northern Pacific by Pacific Car & Foundry Co. 56

BRIEFS

The oft-rumored but never described lightweight train

Current Statistics

Operating revenues, two months	
1955	\$1,473,724,375
1954	1,466,007,085
Operating expenses, two months	
1955	\$1,151,779,868
1954	1,209,001,363
Taxes, two months	
1955	\$ 148,010,751
1954	141,143,814
Net railway operating income, two months	
1955	\$ 134,444,567
1954	76,095,396
Net income, estimated, two months	
1955	\$ 99,000,000
1954	44,000,000
Average price railroad stocks	
April 19, 1955	96.82
April 20, 1954	61.69
Carloadings, revenue freight	
Fourteen weeks, 1955	9,043,465
Fourteen weeks, 1954	8,569,229
Average daily freight car surplus	
Wk. ended April 16, 1955....	20,896
Wk. ended April 17, 1954....	136,185
Average daily freight car shortage	
Wk. ended April 16, 1955....	1,984
Wk. ended April 17, 1954....	215
Freight cars on order	
April 1, 1955	17,974
April 1, 1954	20,966
Freight cars delivered	
Three months, 1955	7,263
Three months, 1954	13,741
Average number railroad employees	
Mid-March 1955	1,007,371
Mid-March 1954	1,059,612

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Departments

Current Publications	36
Education	15
Equipment & Supplies	11
Figures of the Week	8
Financial	12
Forum	37
Labor & Wages	8
Law & Regulation	10
New Facilities	12
Operations	11
Public Relations	10
Questions and Answers	34
Railway Officers	16
Rates & Fares	7
Securities	16
Supply Trade	15
Traffic	8

Week at a Glance CONTINUED

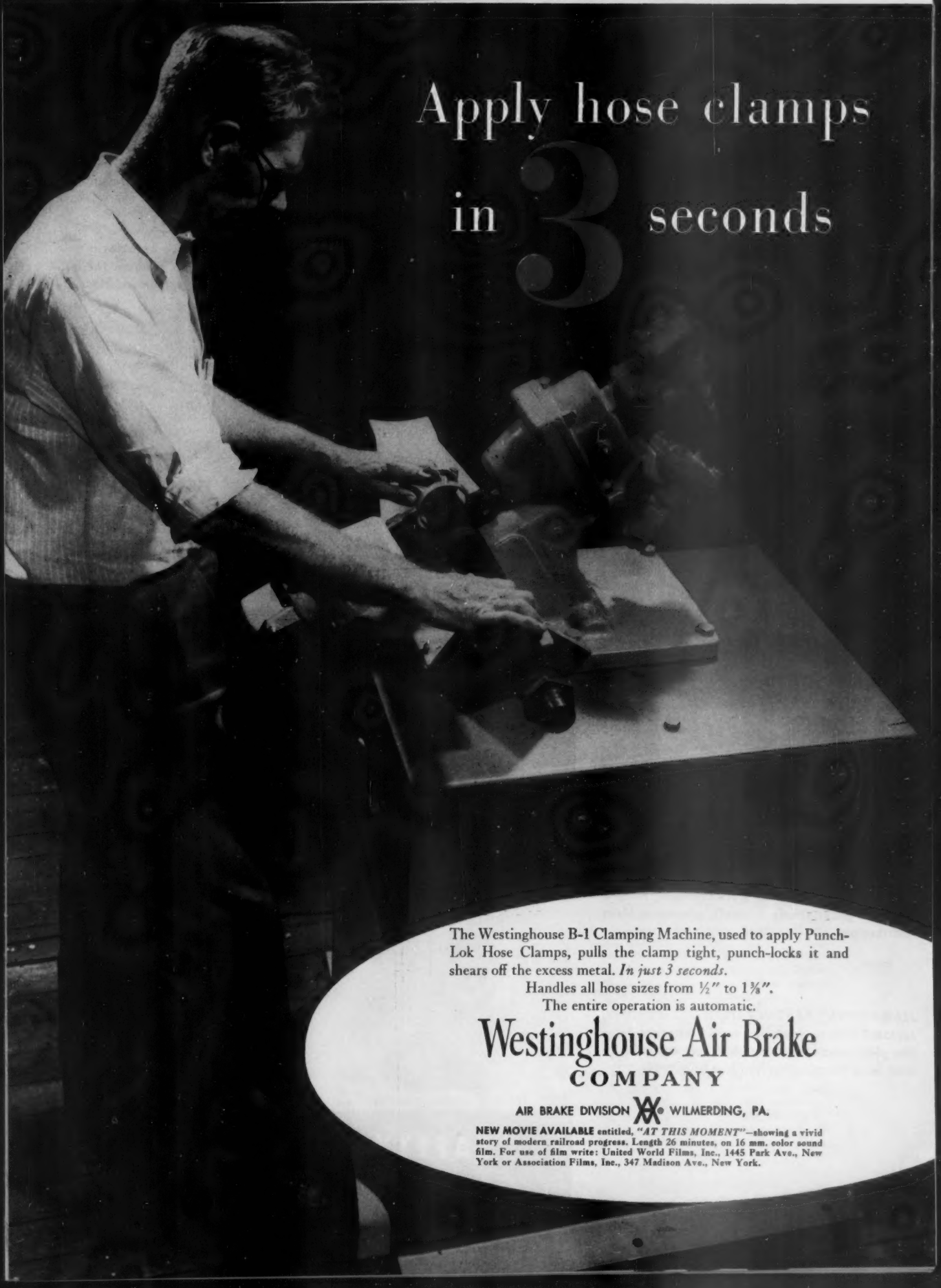
being produced by one of the divisions of General Motors Corporation was, we understand, actually scheduled for testing on a large western road last week. The train is persistently attributed to General Motors Truck & Coach Division, which makes trucks and buses at Pontiac, Mich. Spokesmen for that division have consistently refrained from comment.

Ohio apparently hasn't yet heard the last word on the controversial — and thrice defeated — belt conveyor. Belt proponents have told the state legislature: "We are obligated to many and shall carry on" to "do a better job of conveying the facts." B. W. Tyler, chairman of the railroads' special committee opposing the scheme, says: "We have won a battle but not the war," and promises continued showings of the committee's special film, "Decision for Ohio."

"At least 20 locations along the New Haven lend themselves to industrial development," thinks that road's president, Patrick B. McGinnis. Definite plans are already under way for two—at Maybrook, N. Y., and in the sparsely settled part of Rhode Island southwest of Providence, where the NH has options on 2,500 acres of "potato land."

Off-line traffic men of the Northern Pacific—nearly 60 of them—are getting a detailed look at their company's facilities during three two-week educational tours that are taking them from Twin Cities to the North Pacific Coast during April and May. The groups also tour facilities of the affiliated Northern Pacific Transport Company, the Spokane, Portland & Seattle, and many major industrial plants and irrigation projects.

Shortline piggybacker? The Litchfield & Madison is preparing to handle trailer-on-flat-car shipments at its Madison, Ill., yard, near St. Louis. An L&M spokesman said that, while rate and service matters remain undecided, a ramp has been built with the idea of a joint through East St. Louis-Chicago service with the Chicago & North Western, via Benld, Ill.




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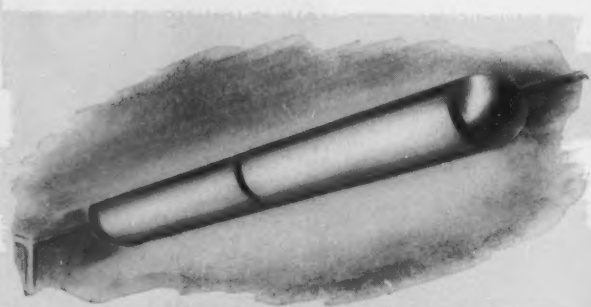
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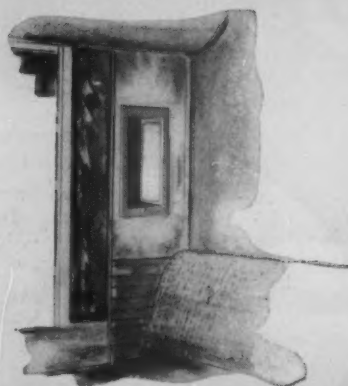


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ICC Gets Ex Parte 175 Plea

Railroads would make freight rate increases part of permanent rate structure—Cite revenue losses, increasing costs

The railroads have asked the Interstate Commerce Commission to make the Ex Parte 175 freight rate increases of 1952 a permanent part of the rate structure.

The increases—amounting to a general 15% advance, with some exceptions—were to have expired in February 1954, but under a commission order of July 1953 are now due to expire next December 31. Since authorized, they have been carried by the railroads as surcharges on freight bills.

As anticipated in *Railway Age*, April 18, page 13, the railroads filed their petition with the ICC asking that the December 31 expiration date be cancelled without further hearing and that the increases be made permanent.

They based their argument on loss of revenues in 1954 and increasing costs of operation and maintenance since the increases were originally granted.

In an accompanying presentation,

the railroads answered a recent petition of the National Coal Association, which had asked that Ex Parte 175 increases on bituminous coal be eliminated.

A separate hearing on rates on an individual commodity would be improper, the railroads contended, and urged the commission to deny the association's petition—without prejudice to its right to file a complaint assailing rates on coal.

The railroads declared in their petition that loss of revenue would come to "hundreds of millions of dollars" if the Ex Parte 175 increases were allowed to expire. The roads' financial position and capacity for future service would be seriously threatened, they argued.

Increases Needed Now—Rather than allow the increases to expire, the petition went on, the commission should make them a permanent part of the rate structure because, judging from operating results of 1954, the roads have "an even greater financial need"

for them now than they did in 1952.

Noting that the commission, in granting the increases in 1952, had reported railroads to be in "a vulnerable position," the railroads presented evidence to show that conditions deteriorated last year. They said total operating revenues were down from \$10,581,000,000 to \$9,371,000,000, comparing last year with 1952. Net railway operating income dropped from \$1,078,000,000 to \$875,000,000 in the same period, with a corresponding decline in net income from \$825,000,000 to \$674,000,000.

"It is obvious," the railroads asserted, "that had it not been for revenues derived from Ex Parte 175 increases, the inadequate earnings of the years 1952 through 1954 would have been seriously diminished and would have reached a disaster level in 1954."

Depression Levels—In a supporting statement appended to the railroad petition, Graham E. Getty, assistant director, Bureau of Railway Economics, Association of American Railroads, said that without benefit of the increases last year the railroads would have been in "serious financial straits. Earnings would have fallen to a level experienced only in periods of severe economic depression such as the years of the Thirties, and the solvency of many railroads would have been threatened."

Going on to recall that the commission had termed the rate of return for railroads in 1952 "substandard," the petition showed that with average net investment up from \$25.9 billion in 1952 to an estimated \$26.7 billion in 1954, the railroads' rate of return was only 3.28% last year compared with the 1952 figure of 4.16%.

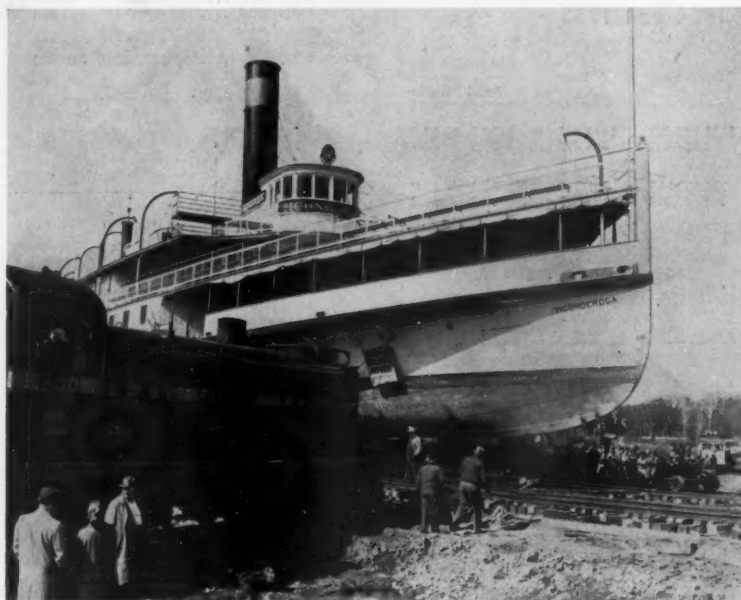
Last year saw the railroads' ton-miles decline by 9.3% and, despite major cuts in maintenance expenditures and reductions in inventories, net income was 25.4% below 1953.

Maintenance expenditures were \$501,000,000 below 1953, capital expenditures were down by \$440,000,000, and inventories declined by \$142,000,000, the railroad petition stated.

Higher Operating Costs—Moreover, the railroads said, operating costs have increased by \$435,000,000 annually since 1952. Mr. Getty said these increased costs include higher wages, payroll taxes and material costs.

The annual cost of wage increases alone, based on 1954 employment, he said, is \$243,000,000, of which \$30,000,000 represents the cost of the health and welfare program.

Operating expenses were reduced by \$751,000,000 below 1953 totals last year, he went on, but "the dollar reduction . . . failed by \$542,000,000 to offset the dollar loss in revenues." Total revenues, he said, were down \$1,293,000,000 from 1953.



MOVING THE "TICONDEROGA"—triple-decked, 220-ft., 892-ton Lake Champlain sidewheeler—two miles inland to a final resting place at the Shelburne, Vt., museum, was an engineering problem solved by laying

a temporary double railroad track. Here the old steamer crosses the main line of the Rutland, where a freight train waits. In 47 years of service, the steamer logged mileage equal to 50 trips around the world.

Traffic

How 1952 Traffic Paid Overhead

"Manufactures and Miscellaneous" group made the largest contribution, paying 67.5% of the "burden"

The Manufactures and Miscellaneous group of commodities in 1952 accounted for only 36.7% of all carload revenue ton-miles, but it carried 67.5% of the railroads' "overhead burden."

This is shown by a study (Statement No. 1-55) which has been issued by the ICC's Bureau of Accounts, Cost Finding and Valuation. The statement was issued "as information," not having been "considered or adopted by the commission."

The Manufactures and Miscellaneous group led all others as a contributor to 1952 overhead payments. Second was the Products of Mines group, which contributed 14.6% of the "overhead," but accounted for 37.1% of the revenue ton-miles.

As to other groups, Products of Agriculture contributed 11% to overhead payments and accounted for 14.1% of the ton-miles; Products of Forests, 5% and 9.8%, respectively;

and Animals and Products, 1.9% and 2.3% respectively.

The study, like similar previous ones, is based on data obtained from the commission's one-per-cent waybill sample. Its purpose is to indicate generally the extent by which revenue earned by each class or group exceeded the estimated out-of-pocket cost of handling the traffic.

That portion of 1952 traffic which was reflected in the one-per-cent waybill sample yielded revenues of \$79,428,000. This exceeded out-of-pocket costs by \$27,071,000, the latter being the "revenue contribution" to overhead.

Data in the report also showed that each of the five commodity groups had 1952 revenues exceeding out-of-pocket costs. The ratios of revenue to out-of-pocket costs were: Manufactures and Miscellaneous, 184; Products of Agriculture, 137; Products of Forests, 132; Products of Mines, 125; Animals and Products, 121.

compared with the previous week; an increase of 61,505 cars, or 10%, compared with the corresponding week last year; and a decrease of 77,239 cars, or 10.3%, compared with the equivalent 1953 week.

Loadings of revenue freight for the week ended April 9 totaled 663,462 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, April 9			
District	1952	1953	1953
Eastern	120,021	108,566	123,600
Allegheny	135,433	114,920	145,442
Poconchos	56,448	44,644	52,225
Southern	108,866	116,999	127,008
Northwestern ..	73,365	67,614	105,322
Central Western ..	113,323	99,986	109,769
Southwestern ..	56,006	54,061	57,773
Total Western Districts	242,694	221,661	272,864
Total All Roads	663,462	606,790	721,139
Commodities:			
Grain and grain products	40,463	39,425	39,428
Livestock	7,050	7,632	7,523
Coal	112,133	97,098	114,618
Coke	11,230	7,855	13,594
Forest Products ..	40,802	39,126	42,945
Ore	20,402	14,348	55,672
Merchandise l.c.l.	62,244	64,015	70,699
Miscellaneous ..	369,118	337,291	376,660
April 9	663,462	606,790	721,139
April 2	639,059	599,302	704,517
March 26	639,447	601,414	715,333
March 19	656,117	609,959	701,065
March 12	666,548	609,937	700,183
Cumulative total, 14 weeks ...	9,043,465	8,569,229	9,745,486

In Canada.—Carloadings for the 10-day period ended March 31 totaled 103,861 cars, compared with 68,443 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 31, 1955	103,861	46,025
March 31, 1954	99,823	42,528
Cumulative Totals:		
March 31, 1955	860,781	400,259
March 31, 1954	837,337	365,608

Figures of the Week

Actual and Estimated Gross Capital Expenditures of Class I Railways, First Six Months of 1954 and 1955

Period	Number of roads	Road	Equipment	Total	Percentage distribution	
					Road	Equipment
Actual:						
1st half 1954	129	\$154,294,618	\$321,083,251	\$475,377,869	32.5	67.5
1st half 1954*	125	147,136,256	314,357,682	461,493,938	31.9	68.1
Estimated:						
1st quarter 1955	125	64,658,816	136,602,162	201,260,978	32.1	67.9
2nd quarter 1955	125	76,557,158	192,217,412	268,774,570	39.8	60.2
1st half 1955	125	141,215,974	252,262,416	393,478,390	35.9	64.1
Percent of change:						
1st half 1955 vs. 1st half 1954	125	—4.0	—19.8	—14.7	—	—

* Excludes figures for four roads which did not furnish 1955 estimates.

1955 Capital Outlays Now Seen at \$704 Million

Estimates submitted by Class I railroads to the Interstate Commerce Commission indicate that their gross capital expenditures in 1955 will total about \$703.7 million.

This was reported by the commission's Bureau of Transport Economics and Statistics in its latest "Monthly Comment." The estimates were submitted by 125 of the 129 Class I line-haul roads, and the \$703.7 million compares with \$790.5 million spent by those roads last year.

The "Comment" article also gives the final 129-road figure for 1954, putting it at \$820,246,137. The accompanying table, reproduced from the "Comment," shows actual and estimated expenditures for the first six months of 1954 and 1955, respectively, separated between road and equipment.

Freight Car Loadings

Loadings of revenue freight in the week ended April 16 totaled 674,389 cars, the Association of American Railroads announced on April 21. This was an increase of 10,927 cars, or 1.6%,

Labor & Wages

NMB Would Arbitrate "Non-Ops" Strike on L&N

The National Mediation Board has been appointing, in conferences at Washington, D. C., to work out a specific arbitration agreement between the Louisville & Nashville, the Nashville, Chattanooga & St. Louis, and affiliated railroads, on the one hand, and the 10 non-operating unions which have been on strike against those roads since March 14.

Both parties have expressed willingness to submit the dispute to arbitration, but have been far apart on issues to be arbitrated, and on the matter of ending the strike while the arbitration proceeding runs its course.

The Washington conferences with the management representatives were suspended April 19, subject to the call of NMB. The board's chairman, Francis A. O'Neill, Jr., said at that time

that the situation was still "not hopeless."

Basic issue in the strike is the method of handling health and welfare benefits for non-operating employees.

Some violence, including two derailments, has recently marked the strike.

The "Dixie Flyer," being operated only between Nashville, Tenn., and Atlanta, Ga., during the strike, was derailed on the NC&StL near Nashville on April 15. The 11-car train was traveling about 35 mph, and injuries to passengers were minor. Federal and Tennessee investigators found that the derailment was caused by removal of spikes, bolts and a splice bar from the outside rail on a curve.

A bolt driven between switch points near Hartford, Ky., derailed three diesel units and 10 carloads of coal at the head end of a 79-car train. No one was injured.

At Corbin, Ky., bricks were hurled through windows of the home of a non-striking employee, while the garage of another was set afire. Dynamite reportedly was thrown onto the lawn of a non-striking employee at Birmingham, Ala.

The L&N has not attempted to operate any passenger trains since the month-long walkout began. But a company spokesman told *Railway Age* that, despite contrary statements in the railway labor press, the road has operated as many as 16 freight trains in and out of Louisville in a single day. About 40% of all L&N employees remain on the job, he said, adding that this figure has not materially changed since the walkout began.

More Walk Out—The Railroad Yardmasters of America, the American Train Dispatchers Association, the Brotherhood of Locomotive Firemen

& Enginemen, and the Brotherhood of Railroad Trainmen joined in the walkout April 18. While the move adds solidarity to the non-ops' strike, it is said to have had little effect upon the railroad's service, as members of those unions have refused all along to cross non-op picket lines.

Governors of southern states affected by the strike and by the unrelated strike of communications workers against the Southern Bell Telephone Company, held an emergency meeting in Nashville last week. They asked the unions to arbitrate the issues and call off the strike, but the unions, in effect, turned down the request.

Railroad Retirement Board Payments "Highest Ever"

Benefit payments under Railroad Retirement and Railroad Unemployment Insurance Acts were higher during the 1953-54 fiscal year than ever before, the Railroad Retirement Board has revealed in its printed annual report, recently released.

Nearly \$653,000,000 was paid out in retirement, survivor, unemployment and sickness benefits to 1,031,000 men, women and children during the year ended June 30, 1954, the board states. It attributes the increase to three factors: (1) Higher unemployment benefit activities than in any year except 1949-50; (2) 1954 amendments to the Retirement Act, which, in effect, increased retirement benefits by some \$25,000,000; and (3) continuing growth in number of persons receiving retirements and survivor benefits.

The lion's share of benefits continued to go to beneficiaries under the Retirement Act—over \$408 million being paid to 425,000 retired employ-

ees and eligible wives, plus \$104 million to 220,000 survivors of deceased employees. Under the Unemployment Insurance Act, \$96 million was paid to 265,000 unemployed workers and \$45 million to 154,000 who were sick or injured.

Benefits under both acts were received by some 14,000 persons, while 19,000 drew both unemployment and sickness benefits under the Unemployment Insurance Act.

Compared to the previous fiscal year, the total number of beneficiaries rose 6%. Retirement beneficiaries were up 5%, unemployment 18%, and survivors 5%, while sickness beneficiaries dropped 3%. Total payments were up 17%, retirements payments being up 12%, unemployment 77%, survivor payments 9% and sickness 3%.

Income—The ratio of benefit payments to tax collections under the Retirement Act rose sharply during the period—from 74% to 85%. Collections actually totaled \$602.4 million compared to \$625.2 million the year previous. The lower taxable payroll, because of the smaller average number of employed workers, stood in the face of an 11% increase in benefit payments under the retirement and survivor program.

The balance in the retirement account was \$3,353,705,000 at the end of the year—an increase of about \$207 million. Administrative expenses were \$330,000 less than the \$6,207,000 appropriated by Congress, and the surplus will be transferred to the retirement account. Administrative expenses amounted to 1.1 cents for each dollar of benefit payments and 1.0 cent for each dollar of tax collections.

Employer contributions to the unemployment insurance account totaled \$24.4 million, less 0.2%, which is



TRAIN IDENTIFICATION by the "Identra" micro-wave relay system was demonstrated to New Haven stockholders at their annual meeting, April 13, by Patrick B. McGinnis, president of the railroad. Under it, a train can set up its own route by controlling switches and signals, and simultaneously flash announcement of its own arrival on a station bulletin board. The system, developed by the Union Switch & Signal Division of Westinghouse Air



Brake Company, is basically similar to one installed by the Chicago Transit Authority, (*Railway Age*, September 13, 1954, page 34), but has the arrival board as an added feature. It involves a wayside transmitter-receiver, to a picture of which Mr. McGinnis is pointing at the left; and a coil or disk on the head end of a train. At the right, he is passing such a coil in front of the identification panel to show how the system works.

set aside for administrative purposes. Other income (interest on funds deposited in the federal treasury, plus any excess over \$6 million in the administration fund at the end of the year) brought total income of the account to \$33.5 million. Since benefits paid exceeded this income by nearly \$107 million, the balance in the account was reduced to \$589,740,000 by the end of the year.

New Check Plan—By taking over from the Treasury Department the job of writing and mailing all benefit checks, the board has achieved administrative economies and speeded receipt of checks by beneficiaries. One result has been to consolidate all checks for a single family group. Formerly, separate checks were mailed for each beneficiary. The move has saved preparation and mailing of some 35,000 checks monthly.

The board also has reorganized its field service. Regional offices at Denver and Minneapolis—the two smallest—have been abolished and their territories absorbed by the remaining seven regional offices.

An employee suggestion system brought forth some 261 suggestions during the year. Of these, 42 were adopted. Employees of the board received recognition for their adopted suggestions either by commendation or by cash award.

Reading, BLE, Sign "Radio-Telephone" Pay Pact

What is said to be the nation's first "radio-telephone" pay differential for rail engineers has been signed into an agreement between the Brotherhood of Locomotive Engineers and the Reading.

According to Guy L. Brown, grand chief engineer of the BLE, the agreement provides for a one-dollar increase in all basic daily rates for engineers required to use "inter-com" equipment in engine cabs. He estimated the increase, applicable to all overtime and arbitrators, would average about \$1.50 per day.

NMB Takes Jurisdiction Of NYC-BLE Dispute

The National Mediation Board has assumed jurisdiction, for purposes of mediation, of a threatened strike by the Brotherhood of Locomotive Engineers against New York Central Lines East of Buffalo.

The strike, postponed from April 2, was reset for 6 a.m., April 17, but was postponed a second time after the NMB took jurisdiction at the carrier's request. It cannot, however, be "postponed indefinitely," according to Grand Chief Engineer Guy L. Brown, who also charged the mediation board with failure to act promptly in notifying the BLE that it was beginning mediation.

Cause of the dispute is the railroad's

START LOOKING-NOW!

Watch for a surprise announcement about prizes for oldest copies of *Railway Age*, which is soon to celebrate 100 years of continuous publication.

Look also for copies of the *Railroad Gazette* (before 1908) and of the *Western Railroad Gazette* (before 1870).

There may be gold in that odd corner!

desire to cancel a January 1 agreement with the engineers concerning promotion pay for enginemen moving up from a fireman's job (*Railway Age*, March 14, page 7).

RRs Reject Request They Pay All Medical Costs

A non-operating union suggestion that railroads pay the entire cost of the health-welfare insurance contract signed last January has been returned as "improper," because the contract does not expire until March 1, 1956.

The suggestion was embodied in a notice sent to railroads by George E. Leighty, president of the Order of Railroad Telegraphers, requesting railroad-union conferences before May 2. Subject of the conferences would have been amendment of the contract (*Railway Age*, January 24, page 16), to provide for carrier payment of the entire cost of the insurance, \$6.80 a month for each employee covered, instead of the present contractual arrangement whereby the carrier and employee pay \$3.40 each.

Public Relations

SP Visits Customers With Special Train

To build closer acquaintanceship among civic and business leaders of several fast-growing San Francisco Bay area communities, the Southern Pacific arranged to visit them with a special "Appreciation Train." Because the train's initial tours to Sunnyvale, San Jose and Newark proved so successful, the SP now plans to extend the goodwill tour idea to other parts of its system.

Hosts aboard the train (which consisted of a locomotive, coach, diner, lounge car, dome car and business car) were two SP vice-presidents—W. G. Peoples (system freight traffic) and C. E. Peterson (system passenger traffic). Their guests have been hundreds of civic and business leaders from each of the communities visited. At breakfast, lunch or dinner, the railroad officers and their guests informally discussed present and future transporta-

tion needs of the communities and of individual shippers.

(The Monon has undertaken somewhat similar "Hospitality" trains during the past few years. For a detailed description of such a Monon tour, see *Railway Age*, September 29, 1952, page 39.)

Law & Regulation

District Court That Upset ICC Rate Order Is Upheld

The right of a district court to evaluate the substance of evidence used by the Interstate Commerce Commission in fixing intrastate freight rates was upheld last week by the U. S. Supreme Court.

The high court affirmed a ruling of a U. S. District Court at Jackson, Miss., which had set aside an order of the ICC fixing freight rates within Mississippi at the interstate levels set under the Ex Parte 175 increases.

The Mississippi Public Service Commission had approved the increases on some commodities. However, on the freight which the railroads serving that state said was the bulk of their business, the PSC allowed only partial increases or none at all. The Ex Parte 175 increases were put into effect following the ICC order of November 1953 and the state commission sued for an injunction.

The application was at first denied but eventually granted by a special three-judge court and the rate increases were suspended. This last court, with one judge dissenting, held that the ICC order "is not supported by substantial evidence." It said that Mississippi rates bore "a fair percentage of revenue" for the carriers and noted that the passenger deficit in that state was "substantially lower" than elsewhere.

The ICC termed these considerations as first raised by the state commission "a novel theory of ratemaking" which would create a rate structure varying with localities. The ICC brief urging the Supreme Court to reverse the lower court said that the judges at Jackson had tried the case "de novo" and merely "paid lip service, at least, to the rule of administrative finality." The ICC brief stated that it was a



TO CALL ATTENTION to its Nailable Steel Flooring for freight cars, the Great Lakes Steel Corporation has been displaying this exhibit at several shippers advisory board meetings. Its central feature is a diorama of the corporation's Detroit plant, complete with ore boats, blast furnaces, coke ovens and ingot and rolling mills. The

miniature train shows, by numbers on top of each car, the number of nailable steel floors in that particular type of car on the railroad designated. Also included were models and descriptive literature of various N-S-F applications, and a continuous motion picture showing the loading and unloading of an N-S-F-equipped car.

long-established principle that the findings of the commission, well-substantiated, are "conclusive upon the courts."

The railroads contended the rate increases would mean revenues of \$550,000 but the district court discounted this saying the roads might have lost much of this business to competitors.

Operations

PRR Extends "TrucTrain"

Hauling of highway trailers of common-carrier truck lines on railroad flat cars between New York, Philadelphia and St. Louis will be started by the Pennsylvania May 1, or earlier if Interstate Commerce Commission approval can be obtained.

This will be the first extension of the PRR's "TrucTrain" service for common-carrier truckers since it was inaugurated March 3 between New York, Philadelphia and Chicago. It will be in addition to "TrucTrain" service for St. Louis, begun last fall, in which the Pennsylvania carries its own highway trailers on flat cars between that city and other important terminals.

Evening departures and second morning arrivals will be provided in St. Louis, Philadelphia and New York. The Rail-Trailer Company will act as liaison between truckers and railroad, and will perform terminal services, including loading and unloading of trailers.

Railroad "New Look" Winning New Shippers

The railroads' "new look" is awakening renewed interest among shippers, according to C. B. Roeder, president of the Atlantic States Shippers Advisory Board. He lauded the railroads for "outstanding accomplishments" in modern service, with emphasis on speed and care, in a talk at the board's meeting at Richmond April 13 and 14.

The board adopted a resolution calling for outright repeal of federal transportation taxes. It declared that "these taxes impose an undue and unjustified burden" on shippers and travelers. The result is to promote use of private facilities to the detriment of common carriers, the resolution also said.

Caleb R. Megee, vice-chairman, Car Service Division, Association of American Railroads, also addressed the board. He reported that car loadings for the half-year are expected to be almost a million more than for the same period last year. For the first quarter they were up 418,000 cars, or 5.2%, over the comparable 1954 period, he said.

He added that increased production has meant more business for railroads, and that they will meet demands of the traffic through an outlay of about \$800 million this year for new plant and equipment.

The "new look," Mr. Roeder said, is featured by railroads in "piggybacking," centralized traffic control installations, electronic classification yards, new attempts to reduce damage in

transit, and better service for lcl shippers.

Dr. R. B. Pinchbeck, dean of Richmond College, also spoke at the meeting.

Equipment & Supplies

Venezuela to Buy Various Equipment

Bids for supply of various types of equipment for the railroad being built between Puerto Cabello and Barquisimeto in Venezuela have been requested by that country's government, according to Foreign Commerce Weekly. The line is part of Venezuela's \$800,000,000 railroad-building program described in *Railway Age*, November 8, 1954, page 17.

Detailed requirements—which include freight and passenger cars, self-propelled cars and locomotives—may be borrowed from the Commercial Intelligence Division, Bureau of Foreign Commerce, U.S. Department of Commerce, Washington 25, D.C.

FREIGHT CARS

2,833 New Freight Cars Delivered in March

New freight cars delivered in March for domestic use totaled 2,833, compared with 2,422 in February and 4,823 in March 1954, the American Railway Car Institute and the Association of American railroads have announced jointly.

Orders for 2,156 new freight cars were placed in March, the announcement added, and the backlog of cars on order and undelivered on April 1 was 17,974, compared with 18,663 on March 1. A breakdown by types of cars ordered and delivered in March, and of cars on order April 1, appears in the following table:

Type	Ordered Mar. '55	Delivered Mar. '55	On Order April 1, '55
Box—Plain	820	1,753	8,879
Box—Auto	0	0	200
Flat	251	35	1,180
Gondola	0	50	1,431
Hopper	30	297	1,150
Covered Hopper ..	463	248	1,005
Refrigerator	1	150	1,483
Stock	0	0	300
Tank	319	273	1,693
Caboose	0	8	154
Other	250	19	499
TOTAL	2,156	2,833	17,974
Car Builders	1,704	2,056	8,039
Company Shops ..	452	765	9,935

The Erie has ordered 500 box cars at a cost of approximately \$4,500,000. The Greenville Steel Car Company will build 300 50-ton, 50-ft double-door cars equipped with Armco steel floors, and the General American Transportation Corporation will construct 200 cars equipped with damage-free stowing devices for shipping automobile parts

and other freight. Deliveries from Greenville are expected to start July 15, and General American indicated its cars will begin to arrive in September. Authorization by the Erie's directors to purchase the cars was reported in last week's *Railway Age*, page 15.

The **New York Central** has ordered 200 70-ton covered hopper cars from Despatch Shops, Inc.

The **St. Louis Southwestern** has ordered 50 50-ton pulpwood cars from its own shops at an estimated cost of \$257,000. Delivery is scheduled for next June and July.

The **Southern Pacific** has ordered 350 70-ton hopper cars from the Pullman-Standard Car Manufacturing Company's Butler, Pa., plant, at a cost exceeding \$3 million. Delivery will be made in June and July.

MARINE

The **Erie** has ordered five steel barges from the Wiley Manufacturing Company, Port Deposit, Md., which bid \$213,750 for the job. Authorization by the road's directors to purchase the vessels was reported in last week's *Railway Age*, page 16. Delivery is to be made during the third quarter of 1955.

New Facilities

Two-way Radio for UP Pick-up and Delivery

The Union Pacific has installed two-way radio equipment on all pick-up and delivery trucks serving the Omaha-Council Bluffs area. The trucks, operated by UP Motor Freight Company, are assigned specific routes or districts, and when the dispatcher receives a pick-up call he relays it immediately via radio to the driver in the area. The base station transmitter is on top of the Blackstone Hotel, and is remotely controlled from the dispatcher's office in the freight house.

Atlantic Coast Line.—The ICC has, with a certificate and order, authorized this road to proceed with construction of a 5.5-mile segment of track to serve a proposed industrial area in Fulton county, Ga. (*Railway Age*, January 10, page 189). By its order, the commission denied the opposing petition of the Southern, which sought to construct a parallel line or to enter a plan for joint ownership and operation of a single line. The ICC stipulated that ACL must start construction by July 1 and complete it within a year.

Chicago & North Western.—Additional grade crossing protection is being provided at a total cost of \$210,928 in six midwestern cities—



THIS "PERFECT SHIPPING TRAIN" has been touring the Lackawanna during April to show the public, and particularly shippers, the various types of modern equipment which the railroad uses in its freight service. In addition to a 1,500-hp road freight diesel locomotive and one of the road's newest radio-equipped cabooses,

the train included an air brake instruction car, two of the Lackawanna's latest 50-ton box cars, a "damage free" box car, a 70-ton covered hopper car, a 50-ton standard hopper car, a 70-ton gondola car, and a piggyback flat car carrying a highway semi-trailer. Modern loading techniques were displayed in the box cars.

Highwood, Ill., Melrose Park, Fond du Lac, Wis., Mankato, Minn., Fremont, Neb., and Worthington, Minn. (on the affiliated Chicago, St. Paul, Minneapolis & Omaha). In addition, a new overhead highway bridge for U.S. Route #30 is being built at Lowden, Iowa, at a cost to the railroad of \$28,600. Additional yard tracks are being constructed at Fremont (\$72,420) and Mankato (\$70,890; C&NWP&O). A new \$38,900 yard office will be built at Boone, Iowa. Current work on modernization of the C&NWP's Chicago passenger terminal (*Railway Age*, May 17, 1954, page 12) involves an expenditure of \$195,500.

Chicago North Shore & Milwaukee.—The city of Milwaukee is widening its Sixth Street viaduct, a combination rail and road structure which the railroad uses to reach its downtown terminal at Sixth and Michigan streets. The roadway is to be widened from 40 ft to 52 ft over its entire length, including two bascule bridges that are part of the structure. The entire floor system is being rehabilitated, and the railroad will install a completely new double track within the pavement. The work will be undertaken in three stages extending over 24 months. Full road and rail traffic will be maintained during all work stages.

Denver & Rio Grande Western.—The rail program for 1955 (*Railway Age*, January 3, page 10) calls for replacement of 112-lb and 131-lb rail with new 115-lb rail at a number of different main-line locations. The work, involving an expenditure of \$745,421, is scheduled for completion about July 15.

Other projects contemplated for 1955 (in addition to those reported January

3), with their anticipated costs and completion dates, include: A diesel maintenance and repair shop at Roper, Utah (\$296,403—December 31); centralization of system car wheel shop facilities at Burnham (Denver) (\$195,233—December 15); replacement of open-deck trestles with deck-plate girder bridges with ballasted decks at MP 69.03 (\$36,507—June 30) and at MP 71.07 (\$35,957—July 31); siding extension at Woods Cross, Utah (\$30,257—July 1); installation of pneumatic tube system between dispatcher's office and East yard at Grand Junction, Colo. (\$31,237—October 15); and construction of sanding facilities at Roper (\$40,242—October 15), and of additional fueling facilities at Helper (\$47,380—October 1).

Financial

CA&E May Be Sold To State of Illinois

Right of way and other fixed properties of the Chicago, Aurora & Elgin may possibly be sold to the state of Illinois, under a measure introduced in the state legislature.

If bought by the state (for no more than \$10 million), the line would be operated by the Chicago Transit Authority, which would be charged an annual rental. The bill is being pushed by citizens of suburban communities along the CA&E, who say they would patronize the road again if "one-seat" service were restored to Chicago's downtown "loop" district.

The 54-mi electrified suburban line is facing possible abandonment on account of losses resulting from a 50% drop in traffic since it was forced to end its service to downtown Chicago, because of a superhighway project (*Railway Age*, February 1, 1954, page 28). Passengers presently transfer at Forest Park, Ill., to CTA trains.

McGinnis Asks Authority To Head B&M, New Haven

Patrick B. McGinnis has asked the Interstate Commerce Commission for authority to become president and a

director of the Boston & Maine, while continuing to hold similar posts on the New Haven.

His application was filed following election of a group of his "friends and business associates" to control of the B&M at its annual meeting April 13. As reported in *Railway Age*, April 18, page 16, the new directors voted to seek "immediate" approval from government agencies for Mr. McGinnis to take over the presidency.

Mr. McGinnis requested a hearing on his application and advised the commission that he owns no B&M stock, although his wife owns 3,800 shares.

The ICC already has held hearings in an investigation into corporate relationships between the two roads (*Railway Age*, April 11, page 64).

Arkansas & Louisiana Missouri.—*Acquisition of Control.*—The ICC has authorized the Olin Mathieson Corporation, which now owns about 57% of this road's capital stock, to acquire the remaining 2,749 shares outstanding by exchanging $4\frac{1}{2}$ shares of its own \$5 par common stock for each share of the \$100 par A&LM stock.

Chesapeake & Ohio.—*Employee Stock Plan.*—This road has asked the ICC for authority to amend its em-

A BRIGHT FUTURE FOR U.S. RAILROADS

"In 10 years, railroads of the U.S. will be generating more ton-miles than ever before, and they may well have paid more than \$10 billion over these 10 years for capital goods. Except for passenger service, railroads will still look much like railroads of today on the surface, but a revolution will be in progress. . . .

"Signs of this revolution are beginning to grow. . . .

"Application of modern technology to the railroad can produce the revolutionary dynamic railroads of tomorrow. For anyone who doubts that this can come about, he would do well to consider carefully the following fundamental facts. First, in addition to their long-recognized, large economic advantage in hauling material in bulk, the railroads' average costs for hauling one ton a mile today is one-third the cost for trucks. Second, it takes one-fifteenth the horsepower to move a ton on rails than to move a ton on highways. There are overwhelming economic advantages. . . .

"If the advantages of railroads are fully exploited, the railroad revolution will occur and will proceed along two lines: (1) Continued modernization of present freight service, and (2) introduction of an entirely new service which will compete directly with trucks. . . .

"The tremendous programming problem involving movement of cars, engines and men—which now has to be solved daily in thousands of places by thousands of men manually—can be solved centrally by specially designed man-machine systems. Savings in car time and increased equipment utilization can for the first time begin to capitalize thoroughly on the inherent advantages of railroads and provide more reliable, faster service to shippers. Freight cars spend less than 10% of their time earning revenue. If utilized car time can be increased simply to 20%, there would be a 100% increase in utilization of the railroads' approximately \$10 billion worth of cars. . . .

"Eventually all control of train and car movements may be automatic and instead of prime movers restricted to tracks as they are now, smaller supplementary units perhaps will be capable of traveling on streets as well.

"It is becoming increasingly evident that there is a requirement for a new kind of railroad service. The time factor has now become so pressing in transportation that it is no longer sufficient merely to modify the existing service provided by railroads. Instead, requirements exist now for special freight service which is fast and dependable from shipper to consignee, as well as low cost.

"This is an opportunity to introduce a new kind of service and add to the utilization of railroad investment. Because this is a new kind of service, it should not be restricted by any previously defined rate structure. Furthermore, it could operate between

terminal points entirely on one railroad or by special arrangements, like passenger equipment, on two or more railroads. In this manner, railroads footing the bill for new equipment would reap the benefits.

"The basic elements in this new type of service would be specially designed rolling stock and power units. These units would be light-weight, smaller than present freight cars, have single axles, automatic coupling, electric refrigeration where necessary, and automatic checking of equipment to decrease maintenance inspection costs.

"Power units designed to move these light-weight cars would be small and operated by either one or two people or in some cases even operated remotely. These units would be light-weight, high speed, and equipped with radio to permit pick-up of cars in the most expeditious manner. All signaling would be located in the cab of the power unit, be fail-safe, and continuously indicate the distance from one train to an adjacent train and distances to curves and crossroads.

"Trains of cars may range from one to 50 cars in this special type of service with train sizes so small that large classification yards may be unnecessary for them. These trains would be made up to go all the way from origin to ultimate destination without stopping except possibly for fuel. The cabs may have an 'automatic driver,' like the aircraft automatic pilot to relieve the engineman for long hauls.

"At terminal points, special handling equipment would be used to lift loads off the rail cars and deposit them on platforms or on trucks ready to carry them away to their ultimate destination.

"Fantastic? Far fetched? Far from it! Every concept mentioned here is technically feasible today. No dramatic scientific break-through is necessary to put all these ideas to work for the railroads. A chance to compete on even terms with other transportation agencies and plenty of hard development and engineering work is all that is required. . . .

"This revolution of the railroads, modernization of bulk commodity service and introduction of a new service will come about as the number of progressive and hard-driving men in railroads' top management continue to increase the intensiveness of their interest in bringing about this new era. This revolution will be a result of closer teamwork than has ever been seen before between railroads and suppliers. As railroads look to the future to lay out requirements for new and better rolling stock and new methods, the railroad supplier will more than rise to this challenge as he joins in the research and development effort required to produce the railroads of tomorrow."

—E. O. Boshell, chairman of the board and president, Westinghouse Air Brake Company, in the *Investment Dealers Digest*, March 14, 1955.

ployee stock purchase plan authorized by the commission in June 1952. The amendments would raise the limit on number of shares of \$25-par common stock to be bought at one time from 10 to an amount of a value equal to 20% of an individual's annual wages, with a maximum of 100 shares. It would also make employees with only one year of service with the road eligible, and extend the deadline for applying to purchase stock from December 31, 1956, to December 31, 1959. The road informed the ICC that of the 300,000 shares authorized to be issued only 44,750 have been subscribed for thus far.

Delaware, Lackawanna & Western.—Inquiry into Control.—The ICC has authorized parties of record in the case involving this road's bid for two directors' seats on the Nickel Plate board to file statements with the commission regarding "material changes" resulting from changes in control of the New York Central. As reported in *Railway Age* April 5, 1954, an ICC examiner recommended that the Lackawanna bid for the two Nickel Plate directorships be held up while the ICC investigated possible violations of the Interstate Commerce and Clayton Antitrust acts. He also called for an ICC inquiry as to whether NYC controlled the Lackawanna illegally.

Erie.—Sells Branch Line to D&H.—The Erie has agreed to sell its Jefferson division, a 35-mi branch line in the Pennsylvania anthracite region, to the Delaware & Hudson for \$3,500,000. Sale of the line, which extends from Carbondale, Pa., north of Scranton, to Jefferson Junction, near Susquehanna, will end the 100-year trackage agreement made between the two roads in 1898. Under the agreement, the D&H operated its trains over the line jointly

with the Erie and paid trackage charges. The purchase agreement gives the Erie trackage rights over the line.

On a tonnage basis, Erie President Paul W. Johnston told stockholders at the April 12 annual meeting in New York, the line was used about 90% by the D&H and only 10% by the Erie. Purchase of the line—built originally as the Jefferson Railroad Company with funds furnished by the Erie and opened for service October 28, 1870—will give the D&H ownership of a continuous railroad from Wilkes-Barre, Pa., to Binghamton and beyond.

Sale terms call for a down payment of \$1,000,000 (made last January), and the balance in five equal annual installments of \$500,000 beginning in 1956. Transfer of title will be made within 60 days after ICC approval.

Gulf, Mobile & Ohio.—Will Lease Equipment.—This road has negotiated an agreement whereby it will lease from the Equitable Life Assurance Society 200 wood rack cars being built in the GM&O's Meridian, Miss., shops (*Railway Age*, January 10, page 168), according to President F. M. Hicks, in the road's annual report. Of the approximately 20,700 freight cars leased under the Equitable plan since it was announced early in 1950 (*Railway Age*, April 1, 1950, page 61), the GM&O agreement is the first for cars built in railroad shops.

Maine Central.—Acquisition of St. Johnsburry & Lake Champlain.—The ICC has authorized acquisition by the MC of the StJ&LC from the Boston & Maine for cash payment of \$450,000 (*Railway Age*, March 7, page 56). The MC now operates the St. Johnsburry under sublease from the Canadian Pacific. The commission deferred action on the MC application to issue and sell \$1,700,000 first mortgage and collateral

PIGGYBACK FOR AUSTRALIA?

Our "down under" contemporary, *Railway Transportation*, has surveyed Australian shippers, and has found that few of them care what transport medium is used, so long as they receive "reasonably expeditious, damage-free transit of their goods, mostly on a one-charge, door-to-door basis, at competitive rates." The publication also reports "a significant number" of important new manufacturing plants being located at considerable distances from the nearest railway line.

These findings, plus a recent Australian Privy Council judgment which, in effect, "deregulates" motor carriers, has caused the railway business publication to urge Australian railways to "take the initiative with piggyback, now."

Piggyback is the American railways' answer to trucking, the publication says. "If the three wise men themselves had been gracious enough to expound a formula best suited to meet Australia's present transport needs, they probably could not have improved much on that [piggyback] concept." The magazine adds that the country's "colossal transshipment disabilities," caused by the "presumably insoluble problem of break-of-rail gage" could be pretty well licked by a piggyback system.

bonds. The road proposed to use about \$292,000 from proceeds of this sale to finance the purchase.

New York Central.—Reimbursement for Proxy-Contest Costs.—NYC stockholders will be asked, at the Albany, N.Y., annual meeting May 26, to approve payment of about \$1,300,000 to Alleghany Corporation and the present NYC directors (except Alfred E. Perlman, who also is the road's president), as reimbursement for expenses "in connection with the proxy contest concerning the 1954 annual meeting."

Robert R. Young, NYC chairman, in a letter accompanying notice of the annual meeting, told stockholders "it was Alleghany's and your new board's initial intention to absorb these expenses among them on a pro rata basis. . . . Counsel has advised that in the light of an appellate court holding . . . with stockholder approval the proxy fight expenses of your new management might properly be borne by the corporation. Indeed, if the expenses of only one side are to be so borne, it would seem not only more equitable, but more within the wishes of shareholders, that it be the expenses of the victors. Consequently, your board has been persuaded, and we believe rightly, that it would be a discouraging precedent to owners of other non-owner directed companies for us to defray our own expenses when the benefits redound to all Central shareholders, pro rata, just



RECORD ATTENDANCE marked the Detroit Board of Commerce's annual Consignor-Carrier-Consignee Perfect Shipping Roundup at Dearborn, Mich.,

April 5; 1,300 persons saw the four-part program sponsored jointly by Michigan industry, railroads, motor carriers and air lines.

as the expenses would automatically be borne if the company defrayed them."

Sacramento Northern.—Trackage Rights.—The ICC has authorized this road to modify its trackage rights agreement with the Western Pacific at Sacramento in connection with abandonment of a 400-ft spur from the SN's Haggin yard to make way for expansion of an industrial plant (*Railway Age*, January 10, page 184). Approved simultaneously was construction of a 1,000-ft spur.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Fahnestock & Co., 65 Broadway, New York 4.

Louisville & Nashville Railroad. Weekly Review, April 4.

Hirsch & Co., 25 Broad st., New York 4.

The Railroad Industry; A Progress Report. April.

Shearson, Hammill & Co., 14 Wall st., New York 5.

Baltimore and Ohio Railroad; An Analysis.

Smith, Barney & Co., 14 Wall st., New York 5.

Central of Georgia Railway Company. General Income B 4 1/2s, 1920. Railroad Bulletin No. 188, March 23.

Missouri Pacific Railroad Company. General Mortgage 4s, 1975. Railroad Bulletin No. 190, April 13.

New York, Chicago & St. Louis Railroad Company. Railroad Bulletin No. 191, April 14.

Railroad Stock Exchange Suggestion. Railroad Bulletin No. 189, March 28.

Vilas & Hickey, 49 Wall st., New York 5.

Chicago, Milwaukee, St. Paul & Pacific. April 13.

Income Bonds. March 22.

Education

A. U. Plans 8th Foreign Transportation Institute

The eighth Foreign Transportation Institute of the American University, Washington, D.C., will be held from May 10 through May 27. The director will be Dr. D. L. Spencer, assistant professor of economics at the university, and lecturers will include Richard M. Cornell, New England freight agent, New York Central, and E. P. Miller, manager of port traffic, Car Service Division, Association of American Railroads.

Supply Trade



ACCURATE CONTROL of test plating on a large scale is made possible by this automatic machine.

New Ways to Use Nickel

A new plating laboratory, the main feature of which is said to be the world's only fully automatic pilot plating plant, was unveiled April 14 at the Bayonne, N.J., Research Laboratory of the International Nickel Company. This pilot plant permits the testing of new plating processes and metallic coatings under conditions virtually similar to those existing in actual industrial plating plants.

At the same time, the company announced development of three new products—two welding electrodes and

a special, corrosion-resistant high nickel alloy. One of the new electrodes, Inco-Rod A, a multi-purpose rod, is expected to reduce substantially electrode inventories in the average plant. The other, No. 132 Inconel electrode, welds Inconel to itself. The third product, Nionel, is a versatile high nickel alloy capable of resisting corrosive attack by a large number of hot acids and mixtures of acids.

Additional information on these developments will appear in the "What's New in Products Section" of *Railway Age*.

Melvin W. Pauly, general sales manager, **Lunkenheimer Company**, has been elected vice-president, sales.

Gordon H. Perrin, manager of the Smackover, Ark., plant of **Shippers' Car Line Corporation**, has been appointed sales manager for the mid-continent district, at Tulsa, Okla., succeeding **H. H. Theisen**, retired.

A. E. Ganzert, formerly chief engineer of **Mars Signal Light Company**, has been appointed consultant for **Pyle-National Company**.

Frank E. Ross, of the **Ross Company**, St. Louis, has been appointed sales representative for all products of **Railroad Supply & Equipment, Inc.**, at St. Louis.

William G. Ringland, formerly with the New York Central, has affiliated with **National Motor Bearing Company** as eastern district manager of the Railroad Equipment division, at New York.

Thomas M. Evans, president, **H. K. Porter Company**, will receive the eleventh annual **Parlin Memorial Award of the American Marketing As-**

sociation for "outstanding contribution to the field of marketing," at a dinner meeting of the Philadelphia Chapter, AMA, May 18, at the Union League Club, Philadelphia.

Lloyd E. Williams, Rocky Mountain regional manager for **Cummins Engine Company** at Denver, has been promoted to manager—distribution, at Columbus, Ind., succeeding **Paul J. Every**, now assistant general sales manager.

L. W. Carpenter, commercial products manager of the Detroit territory for **Dixie Cup Company**, has been appointed sales representative for the western division of the transportation sales department, at Chicago.

John N. Merkle, president of **Franklin Balmar Corporation**, has been elected vice-chairman of the board, and has been succeeded by **Julius J. Kirchhof**, executive vice-president.

Hugh C. Land, manager of manufacturing of the Industrial Chemicals division of **Pennsylvania Salt Manufacturing Company**, has been appointed general manager of that divi-

sion, in charge of production and sales. He succeeds **William P. Drake**, recently named executive vice-president.

John S. Hutchins, vice-president of American Brake Shoe Company and president of Ramapo Ajax division, has been named to additional duties as president of the National Bearing division. **Thomas W. Pettus**,



Fabian Bachrach

John S. Hutchins



Thomas W. Pettus

also a vice-president of American Brake Shoe and formerly president of National Bearing division, has been assigned to overall railroad sales for the company. Named executive vice-president of National Bearing division is **Charles M. Ruprecht**, who has been succeeded as president of Electro-Alloys division by **Paul L. McCulloch, Jr.**, sales manager of that division.

William J. Jann has been appointed assistant to executive vice-president and manager of Hertz Rent-A-Car System's rail-auto travel plan operations, of which he had been assistant general manager and director of advertising.

OBITUARY

W. A. Roberts, 57, president of Allis-Chalmers Manufacturing Company, died April 12, following a heart attack.

Securities

Application

DENVER & RIO GRANDE WESTERN.—To assume liability for \$2,340,000 of equipment trust certificates to finance in part acquisition of equipment listed below, at a total estimated cost of \$3,179,676:

	Description and builder	Estimated Unit Cost
1	7,000-hp diesel-electric road locomotive (Electro-Motive Division, General Motors Corporation)	\$736,556
2	1,750-hp diesel-electric road units (Electro-Motive)	182,402
12	1,750-hp diesel-electric road-switching units (Electro-Motive)	173,193

The certificates, dated June 1, would mature in 30 semiannual installments of \$78,000 each. They would be sold at competitive bidding, with interest to be determined by such bidding.

Authorization

CHICAGO, ROCK ISLAND & PACIFIC.—To issue \$65,000,000 of 40-year, 4½% income debentures, proceeds of which would be used to

NP ENTERING PIPE LINE BUSINESS, TOO

Close on the heels of the Southern Pacific's announcement that it is entering the pipe line business (*Railway Age*, February 28, page 8), comes word from the Northern Pacific that it has completed negotiations to acquire a 10% interest in a \$19-million pipe line in Montana.

The NP's move was revealed at the road's annual stockholders' meeting in St. Paul April 12. President Robert S. Macfarlane said the NP was associated with the Shell Oil Company, the Murphy Corporation and the Placid Oil Company in construction of the 450-mi Butte Pipe Line which will connect the Montana portion of the Williston oil basin with trunk crude pipe lines reaching refineries in Chicago and Wood River, Ill. (near St. Louis). The Butte line will run from the Poplar field near Wolf Point, Mont., to either Fort Laramie, Wyo., or Guernsey, to connect with the Platte Pipe Line, the Western Pipe Line, or both. A 35-mi gathering line now in service from two adjacent fields—Pine and Cabin Creek—will become part of the Butte line.

The NP holds oil rights on some three million acres in the Williston basin, Mr. Macfarlane told stockholders. "Our company is vitally interested in providing a pipe line outlet for eastern Montana crude oil because it will hasten exploration and development in the basin and increase the price of eastern Montana crude. Our principal business still is transportation and since the pipe line is the most efficient way to transport crude oil, it is our judgment that the Northern Pacific should get into the pipe line business."

The road's net production in royalty, or working interest from 62 Williston basin wells is about 1,000 barrels a day, he stated.

redeem 619,047 shares of \$100-par preferred stock, series A, at \$105 per share, plus accrued dividends (*Railway Age*, April 18, page 70). Other funds are to be used by the road to redeem 27,833 additional shares. The road was exempted from competitive bidding requirements (*Railway Age*, February 28, page 37) and negotiated sale of the debentures with The First Boston Corporation, Blyth & Co., Glenside Forgan & Co. and Union Securities Corporation. The debentures were reoffered to the public at 100.

Dividends Declared

CHICAGO, ROCK ISLAND & PACIFIC.—5% preferred A, \$0.5416, payable May 9 (entire issue called for redemption May 9 at \$105 per share, plus this dividend); convertible to common to April 29.

NEW YORK, NEW HAVEN & HARTFORD.—5% convertible preferred A, \$1.25, payable May 9 to holders of record April 25.

ONTARIO & QUEBEC.—\$3, semiannual, payable June 1 to holders of record May 2.

Security Price Averages

	April 19	Prev. Week	Last Year
Average price of 20 representative railway stocks	96.82	94.34	61.69
Average price of 20 representative railway bonds	98.92	98.77	94.88

Railway Officers

L. J. Kiernan Becomes B&M Executive Vice-President

Lloyd J. Kiernan, manager of special services in the Public Relations department of the Association of American Railroads, at Washington, D.C., has been elected executive vice-president of the Boston & Maine, at Boston.

George H. Hill, who resigned as publicity manager of the B&M last August, and has since been publicity and advertising manager of the Maine Central at Portland, Me., has returned to the B&M as public relations assistant to executive vice-president. He will continue also as consultant on public relations to the MC.

The following former officers of the B&M are no longer affiliated with it: R. M. Edgar, vice-president; A. S. Baker, executive assistant to president; H. E. Bixler, assistant to president; and C. A. Somerville, publicity manager.

Mr. Kiernan, born at Vicksburg, Miss., in 1895, began his railroad career as assistant division accountant for the Yazoo & Mississippi Valley (now Illinois Central) in 1911. From 1914 to 1920 he was in business in Vicksburg, and in the U.S. Army. He returned to the Y&MV in 1921 and served until 1938 with that road, the IC, and the Peoria & Pekin Union, as clerk, secretary, public relations assistant, associate magazine editor, statistician and office assistant to traffic vice-president. From 1938 to 1942 he was railroad statistician in the securities investment department of the Equitable Life Assurance Society. In the latter year he joined the AAR, serving until 1947 as a member of the (Continued on page 60)



uni-flo

Engineered Air Distribution

**... specified for luxurious new
streamlined cars for Canadian Pacific**



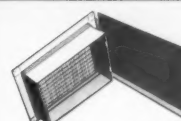
Representing the ultimate in engineering developments for modern railway travel are these new, streamlined, stainless steel passenger cars to be introduced by Canadian Pacific Railway this spring. Produced by The Budd Company of Philadelphia, the cars are equipped with latest devices for unrivaled passenger comfort. When the 173 cars have been delivered, Canadian Pacific will use them on its top 15 transcontinental trains. Contributing to luxury travel will be clean, filtered, conditioned air for the scenic dome lounge cars, sleepers, coaches, and diners. Here Uni-Flo air distribution equipment plays an important role as pictured below.

Scenic domes on lounges and coaches provide remarkable visibility for passengers traveling through some of the world's most spectacular scenery. Electro-mechanical air conditioning and steam heat with panel heated wainscots will maintain ideal indoor conditions for passengers.



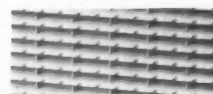
Uni-Flo Hinged Grille (with filter holder) in ceiling and Sight-Tite Grille in door.

Uni-Flo Sight-Tite Grilles in doors provide visionproof ventilation.

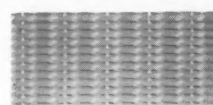


Hinged grille in sleepers has filter holder built into frame.

Uni-Flo RF Core, designed primarily for return air applications.



Uni-Flo VF Core for doors and partitions requiring visionproof ventilation.



Uni-Flo offers a wide range of types and sizes of equipment for design flexibility.

"Road-proved" aptly describes Uni-Flo Air Distribution equipment. For more than twenty years railway designers have looked to Uni-Flo for rugged construction to withstand shock and vibration . . . for efficient performance under all operating conditions — for a wide range of styles, sizes, and types of equipment to meet space and design requirements on locomotives and rolling stock. Railway experts have come to Barber-Colman's Uni-Flo Laboratories for scientific solutions to air flow problems. Today this store

of knowledge and experience, plus the finest laboratory facilities in the industry, is available to designers for assistance in developing the trains of tomorrow. Your inquiry is invited.

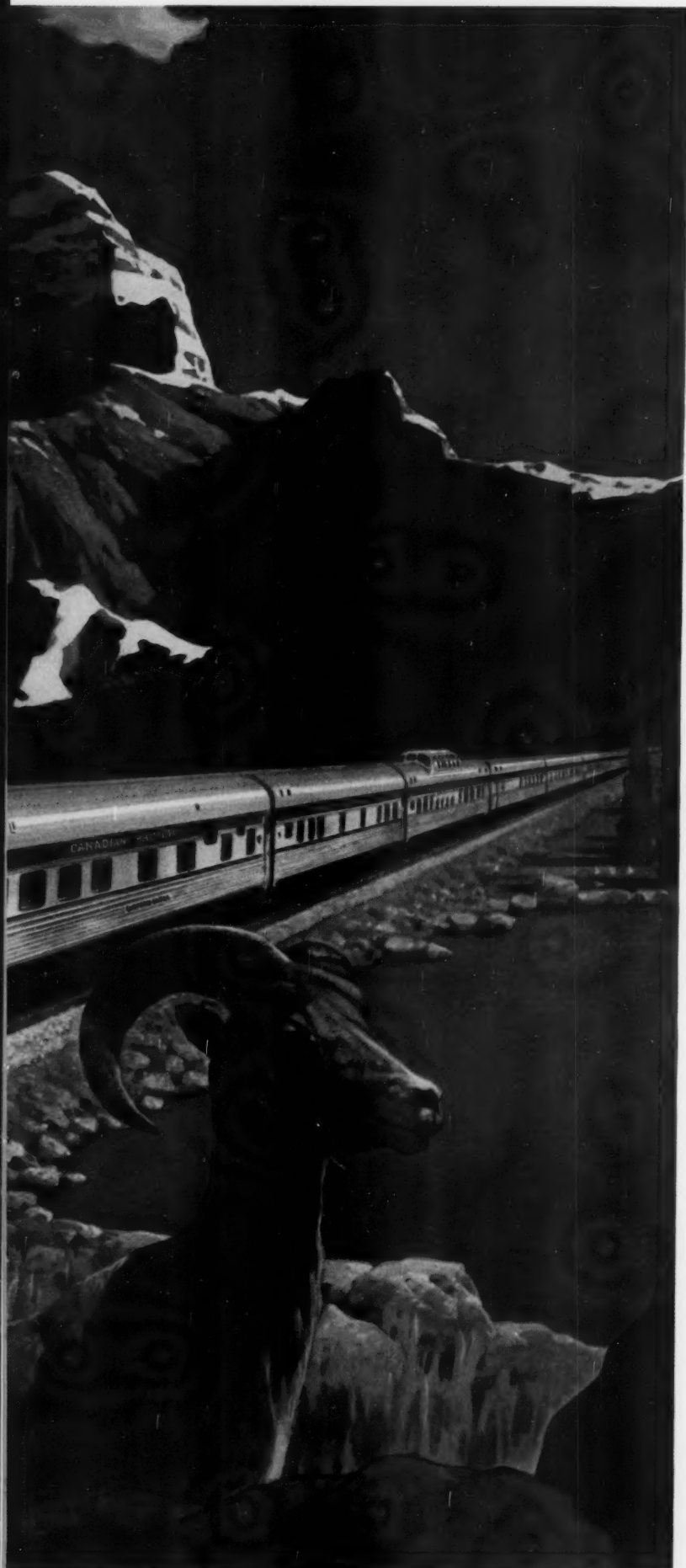
Barber-Colman Company

Dept. P, 1109 Rock Street, ROCKFORD, ILLINOIS, U. S. A.

Field Offices in Principal Cities

Air Distribution Products • Automatic Controls • Industrial Instruments
Aircraft Controls • Small Motors • Overdoors and Operators • Molded
Products • Metal Cutting Tools • Machine Tools • Textile Machinery





Welcoming
a great new train . . .
"THE CANADIAN"

All across Canada, from Montreal and Toronto to Vancouver, Canadians are welcoming the newest train on rails, and certainly one of the finest ever built.

It represents the climax of twenty years of passenger car development and improvement. Dome cars. Disc brakes. Plastic surfaces. The newest in sleeper accommodations of all types. Gracious diners. Luxurious lounges. Constant, comfortable interior climate, winter or summer. Especially woven upholstery fabrics. Decorative paintings by leading Canadian artists.

The all-inclusiveness of "The Canadian's" perfection taxes the imagination.

The train is a unique blend of Budd and Canadian Pacific engineering—of United States and Canadian suppliers.

Each successive hundred thousand miles will prove that "The Canadian" is a unique blend of beauty, of advanced engineering, and of sound, impervious stainless steel construction.

Budd

THE BUDD COMPANY, PHILADELPHIA

BUFFET LOUNGE CAR KITCHENETTE ▼



DOME OBSERVATION CAR CORNER BAR ▼



DINING CAR KITCHEN ►

Photos courtesy of The Budd Company

All the equipment was specially designed, constructed of stainless steel throughout. Nothing was spared to meet every requirement as to sanitation, beauty of appointment and functional detail. One of the outstanding features is the latest Colonna Automatic time-controlled Dishwasher that not only washes and rinses, but also sterilizes and dries a basket full of dishes in 89 seconds.

ANGELO COLONNA

Westmoreland & Boudinot Sts. Philadelphia 34, Pa.

DESIGNERS AND MANUFACTURERS OF FOOD SERVICE EQUIPMENT

COLONNA *Built* KITCHENS & BAR EQUIPMENT

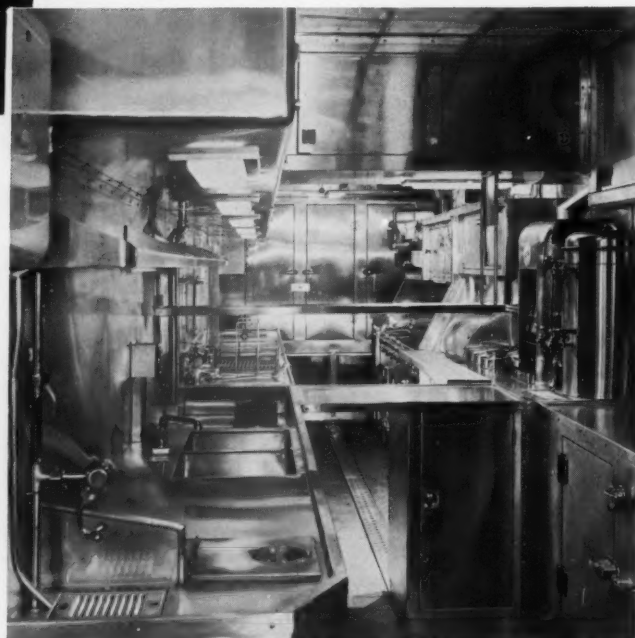
On the Canadian Pacific's New Fleet of Trains . . .

To uphold a great railroad tradition for constantly improving service, the Canadian Pacific's new fleet of trains are equipped with Colonna built Kitchens and Food Service Equipment. Three different types of service cars are provided in the 15 complete trains constructed by The Budd Company of Philadelphia, raising passenger travel to a new standard of luxury.

Dome Coach Buffet—Lounge Cars have complete Kitchenettes for serving snacks, hot lunches, refreshments.

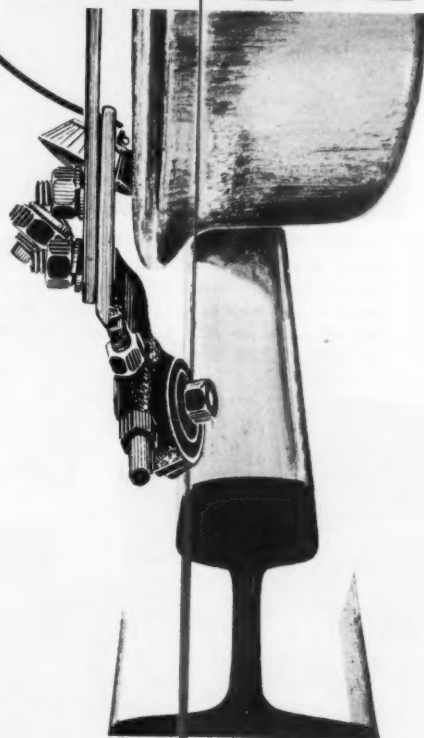
Dome Observation Cars have compact Corner Bars provided with ample facilities and refrigeration for the storing and serving of beverages.

The Dining Cars are equipped with stainless steel kitchens that contain every modern facility for the most efficient and most sanitary way of preparing savory and appetizing meals.



**REDUCE COST AND
SAVE MORE
WITH**

Automatic Rail Oiler



How the ARO works

1. Feeds a thin film of oil to the inside corner of the rail, both on the straight course and at curved section of the track.
2. Stops oiling when the wheel is running without deviation or when the wheel is stopped, thus minimizing the consumption of oil.

Some characteristics of the ARO

1. Simple to install, easy to maintain, because only one pair of oilers are needed for a whole train.
2. Absolutely safe in running trains and applying brakes, because oil never comes up to the top of the rails.

Results of the ARO tests

1. It successfully reduced the friction of the rail and the wheel, resulting in less consumption of power and more speed.
2. The wear of the wheel flange was reduced, and 40% of wheel replacement became unnecessary.
3. Replacement of rails was cut to 50%, and power of operating trains was saved by about 10%.

UNITED STATES PAT. No. 2699840
GREAT BRITAIN PAT. No. 721123

For further information apply to

The Kinki Nippon Railway Co., LTD.

Head Office: Uehonmachi 6, Tennoji-ku, Osaka, Japan
Branch Office: Marunouchi Bldg., Chiyoda-ku, Tokyo, Japan

**It began as an experiment—but paid off
for everyone concerned. That's why**

"Trailer" traffic increases 3200%

Anyone who doubts the future of trailers on flatcars should take a long look at the New Haven's Trailiner service. Starting in 1938—when 1,506 trailers were shipped—it has mushroomed to the point where seven separate Trailiner trains carried 50,255 trailers between New York, Boston, Providence, Springfield and New Haven during 1953.

Dependable schedules are maintained by a fleet of 360 specially designed and constructed flatcars—all mounted on ASF Ride-Control Trucks. Result? Trailer and lading get a safe, smooth ride at almost passenger-train speeds. Using Ride-Control Trucks, experience has shown that if a trailer load rides safely to the New Haven yards, it rides safely on the flatcars.

And everybody benefits. The New Haven builds additional revenue. The truckers enjoy relief from highway hazards... they get balanced distribution of empties at lowest possible costs... and

they've doubled the number of trailers used per tractor.

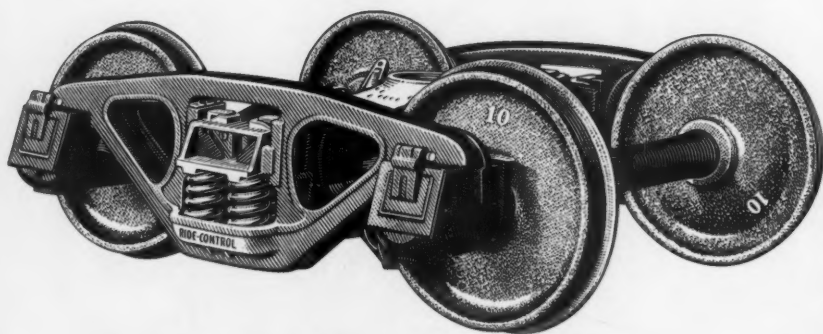
Today, Trailiner service is no longer an innovation. It's an outstanding example of progress... with two great transportation methods working together.



Trailiner flatcars receive greater utilization than practically any other freight cars in revenue service. The fleet of Trailiner cars will soon be enlarged with delivery of 100 new cars now on order. These new cars will also run on ASF Ride-Control Trucks—modified for use with roller bearings.



on the New Haven's "Iron Highway"



The "Trailer" rides on

ASF

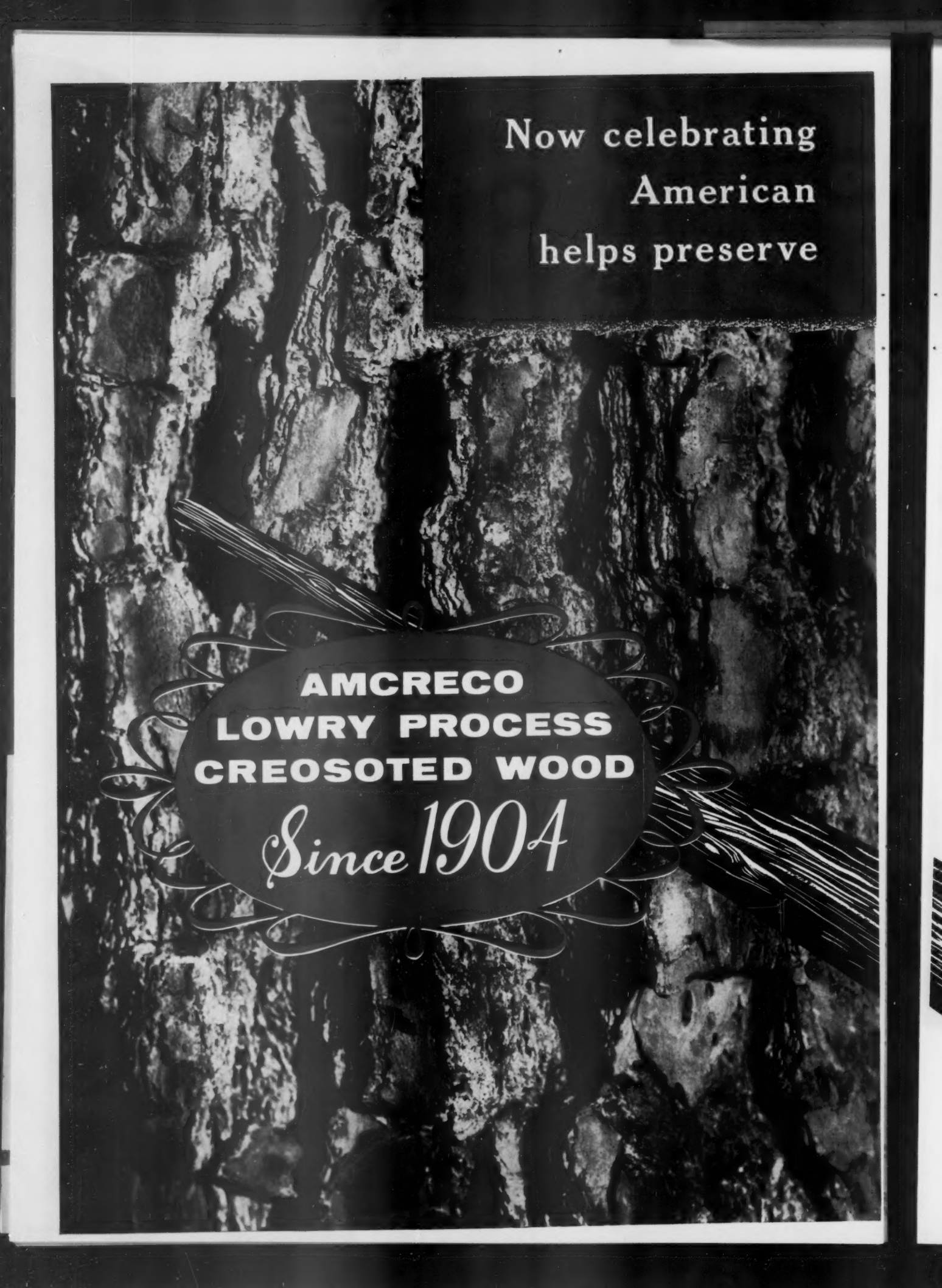
ride-control[®]
trucks

AMERICAN STEEL FOUNDRIES

410 N. Michigan Avenue, Chicago 11, Illinois

Canadian Sales: International Equipment Co., Ltd., Montreal 1, Quebec

8467



Now celebrating
American
helps preserve

**AMCRECO
LOWRY PROCESS
CREOSOTED WOOD**

Since 1904

its Fiftieth Anniversary, Creosoting Company an American Heritage...

... our Vital Forest Lands

At one time, more than half our country was covered with trees useful for construction material. And it is said, that without this abundant supply of wood, our country would yet be much less developed. Railroads for example, which were a principal factor in the development of our country, could not have been built with such outstanding speed if it had not been for a readily available timber supply.

The time came, however, when the supply of timber was not so readily forthcoming and able men, among them Gifford Pinchot, became pessimistic as to the future of our forests. Around 1900, it was predicted that our timber lands would be exhausted in another 25 years if we continued as we were.

Then, just when the picture looked blackest, Mr. C. B. Lowry introduced his Empty Cell Creosoting process and the modern era of wood preservation was born. It has been estimated that the modern wood preserving industry, founded by Lowry and pioneered by the American Creosoting Company, has saved the nation the equivalent of 500 million acres of forest in the past 50 years.

What does this mean to the nation and to you? It means that we are no longer faced with the prospect of becoming a treeless nation. It means

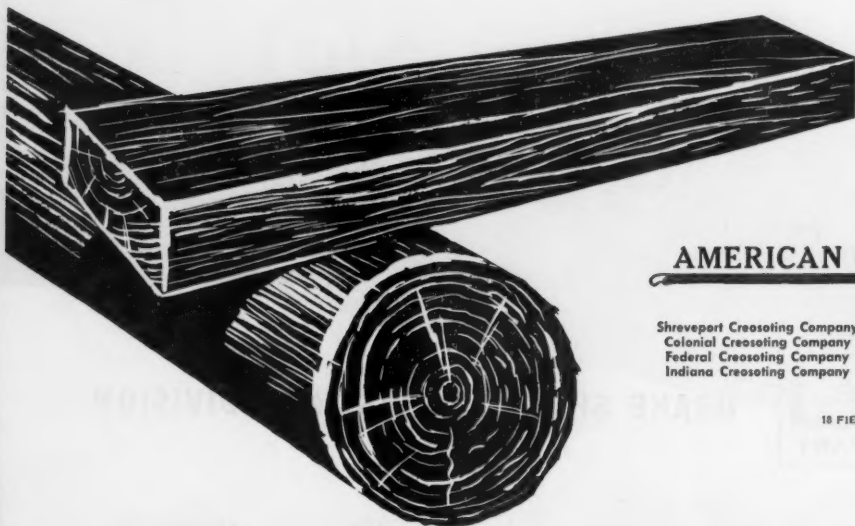
that our once teeming timberlands have had a chance to recover from the abuses of the past. Wood preservation, along with the development of scientific forestry and use of substitutes for wood as a construction material, have turned the tide against the forces of forest exhaustion.

In addition to helping save a great natural resource, wood treatment means one other thing to you. It means longer lasting service life for every piece of wood that you use. For example, wood treated by the American Creosoting Company lasts four, five, even ten times as long as untreated woods. In fact, under many conditions, wood treated by Amcreco can be considered essentially permanent.

Of course there are many different types of treatment processes—some tried and proven—others as yet untried by the big test of time. For that reason, when investing in treated woods, make sure you know their service record before you buy.

Another way to take the gamble out of purchasing is to make Amcreco your one reliable source for longer lasting cross ties, poles, cross arms, pile, plank, conduit and other construction woods. We would appreciate an opportunity to quote on your needs.

This year the United States Forest Service also celebrates its 50th anniversary. We are proud to share our birthday cake with them and to join the nation in thanking them for their invaluable contributions to conservation.



AMERICAN CREOSOTING COMPANY

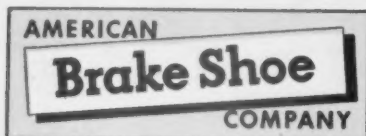
Shreveport Creosoting Company
Colonial Creosoting Company
Federal Creosoting Company
Indiana Creosoting Company



Georgia Forest Products Company
Gulf States Creosoting Company
Georgia Creosoting Company
Kettle River Company

LOUISVILLE 2, KENTUCKY
18 FIELD SALES OFFICES TO SERVE YOU

*under
all weather
conditions.*



BRAKE SHOE AND CASTINGS DIVISION

**For dependable performance in the hottest
summer and coldest winter weather, in rain
and snow and sleet, you can count on
Diamond "S" Brake Shoes with a proved record
for safety, reliability, and economy.**



3105



Smooth Safety on
The
Canadian

Railroad men recognize a familiar sign, the sign of long bearing life...when they see SKF on *The Canadian* built by Budd Co.

Canadian Pacific's choice of SKF roller bearings for this crack train is significant of the preference for SKF by railroads everywhere.

Because of an outstanding record of dependability and operating economy, more passenger and freight cars throughout the world are equipped with SKF than any other make of anti-friction bearings.

7630

SKF®

SKF INDUSTRIES, INC., PHILADELPHIA 32, PA.—
manufacturers of **SKF** and HESS-BRIGHT® bearings.

173 NEW PASSENGER CARS FOR 15 COMPLETE TRAINS ON THE CANADIAN PACIFIC

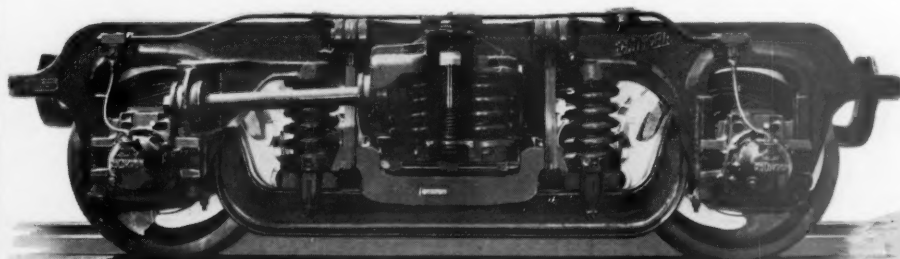
all equipped with Commonwealth Type Trucks
with outside spring suspension and the
new central bearing



Scenic-dome coach—one of
seven different types of cars.
Built by The Budd Company.

More and more railroads throughout the world are adopting the modern COMMONWEALTH Type passenger car truck arranged with outside swing hangers and large central bearing.

For the utmost in travel comfort and ease of maintenance and inspection, specify these modern COMMONWEALTH Type Trucks having one-piece cast steel truck frames and bolsters.



Commonwealth
Passenger
Truck



GENERAL STEEL CASTINGS

GRANITE CITY, ILL.

EDDYSTONE, PA.



BRIGHT IDEA FOR MODERN RAILROADING

New and superior crossbucks, like the one above, are now available made of standard Kaiser Aluminum extruded shapes. They will withstand winds of 100 mph. and, unlike steel or wood bucks, are rot-proof and rust-proof.

As a result, these aluminum bucks assure far longer life and greatly reduced maintenance.

Aluminum bucks are also the ideal base for "SCOTCHLITE" Brand* Reflective Sheeting, which many major railroads have adopted as a standard reflector. This combination of aluminum and "SCOTCHLITE" assures the utmost in rugged durability. And extra safety is assured because "SCOTCHLITE" is many times brighter than the whitest painted sign under all weather conditions and at all angles.

Crossbucks are only one of many reflectorized railroad signs that benefit from aluminum's unique com-

bination of advantages. For example, Kaiser Aluminum sheet is widely used for speed signs, yard limit signs, whistle signs, mile posts, station name signs, to name a few.

Let us show you how aluminum signs can substantially cut your costs. Contact the Kaiser Aluminum sales office listed in your telephone directory. Kaiser Aluminum & Chemical Sales, Inc., *General Sales Office*, Palmolive Bldg., Chicago 11, Illinois; *Executive Office*, Kaiser Bldg., Oakland 12, California.

*REGISTERED TRADE-MARK-MINNESOTA MINING & MFG. CO.

Kaiser Aluminum

setting the pace—in growth, quality and service



Against a background of the majestic Canadian Rockies, The Canadian rounds a horseshoe curve deep in the Bow River Valley.

Palace on Wheels

The Canadian, gleaming new luxury train of the Canadian Pacific system, is now in regular transcontinental operation. On the 24th of April, thrilled passengers stepped aboard for the maiden journey—a run of 2,881 miles between Montreal and Vancouver, and 2,704 miles between Toronto and Vancouver.

This spectacularly beautiful train, a virtual palace on wheels, is Canada's first stainless-steel Scenic Dome streamliner. Diesel-powered, it travels the Montreal-Vancouver route in 71 hours, 10 minutes; from Toronto, the time is 67 hours, 55 minutes. West-east schedules are slightly faster.

Equipment is superb. In addition to the dome cars, which afford an unobstructed view of Canada's scenic grandeur, there are lounges, a coffee shop, a beautifully appointed dining car, the latest in sleeping cars, and de luxe coaches with reclining seats. The cars were built by the craftsmen of the Budd Company's Red Lion Shops in Philadelphia.

Among the basic items that make for a comfortable ride are Bethlehem wheel-and-axle sets. These vital products reflect the highest standards of workmanship, and qualitywise they match all other components of the magnificent cars. It goes without saying that Bethlehem is gratified to be represented so substantially in The Canadian, one of the great trains of our time.



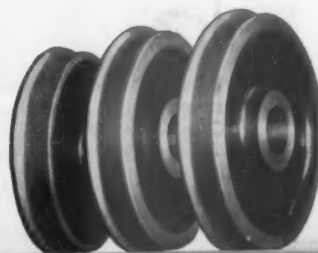
BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

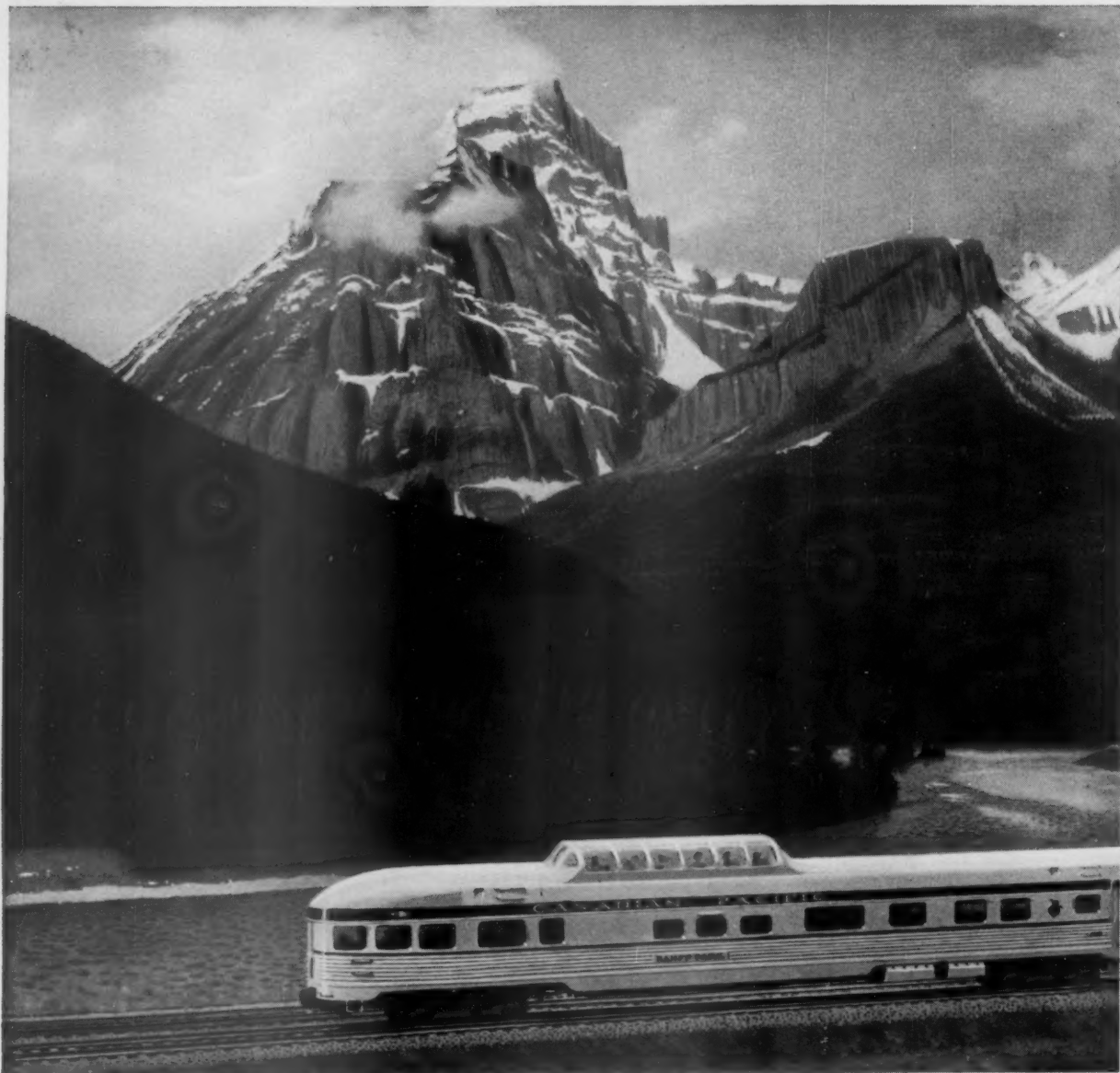
On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. Export Distributor: Bethlehem Steel Export Corporation

BETHLEHEM WROUGHT-STEEL WHEELS

COMPANIONS TO BETHLEHEM FORGED-STEEL AXLES

FREIGHT • PASSENGER • DIESEL





NOW SEE ALL THIS AND MORE from Canadian Pacific's new Scenic Domes, shown here in the Bow River Valley section of the Canadian Rockies.

Canadian Pacific presents Canada's first and only stainless steel Scenic Dome streamliner



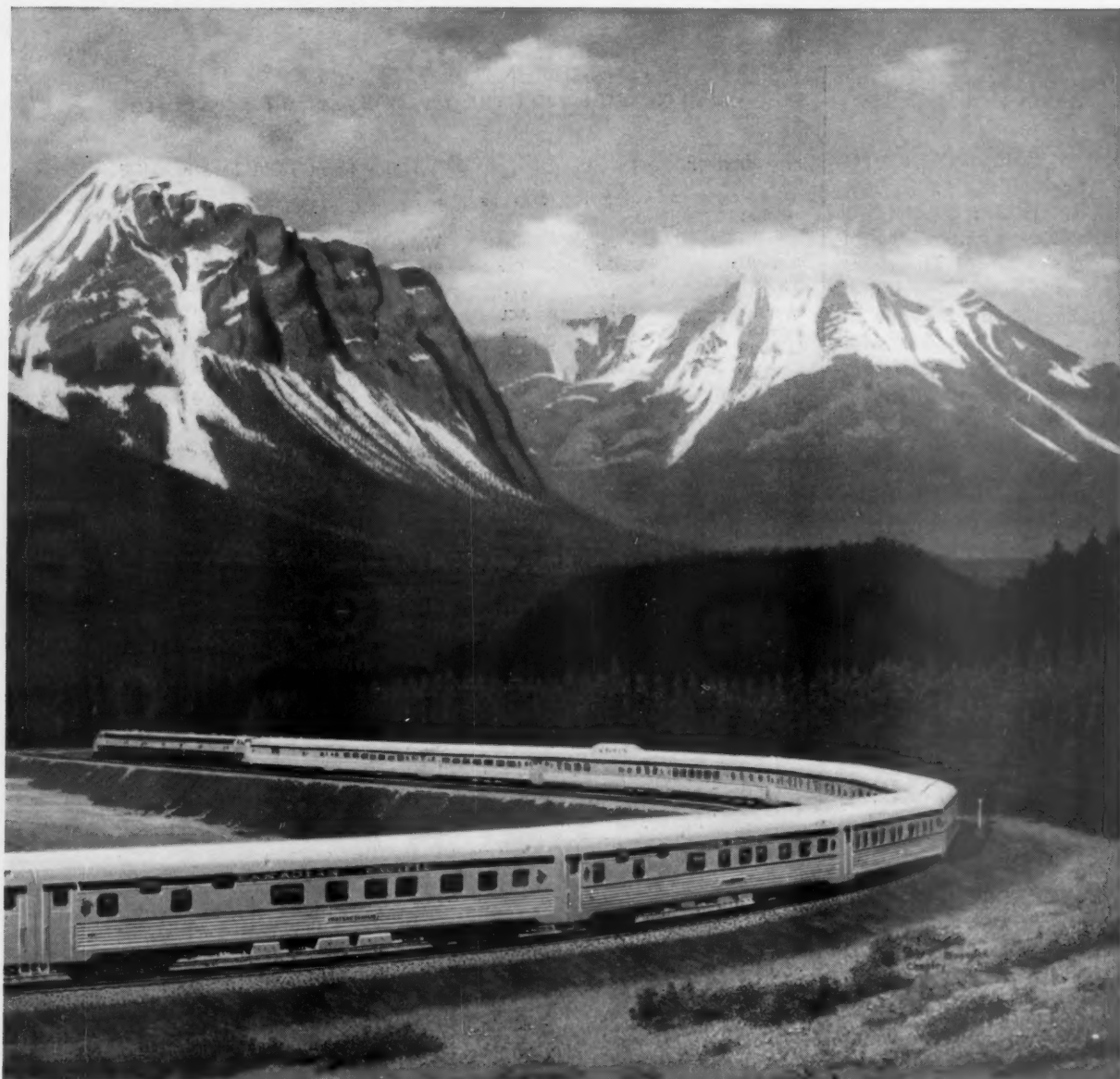
SEE THE CANADIAN ROCKIES as they can be seen only from a Canadian Pacific Scenic Dome. Snow-capped mountains tower around, above, ahead!



RICH CANADIAN DÉCOR distinguishes the intimate Mural Lounge. Enjoy refreshments here under an original Canadian mural.



DELUXE COACHES give you new comfort. Seats are reclining with full-length leg, foot rests and adjustable head rests. Reserved seats only!



New fast schedule saves time. Enjoy new comfort and luxury all the way across beautiful Canada. No extra fare! Wide choice of accommodations.

The Canadian



Starting April 24th, in daily service between Montreal and Vancouver, and Toronto and Vancouver, via Banff and Lake Louise in the Canadian Rockies by daylight.

Canadian Pacific, the world's largest travel system, scores another first with *The Canadian*, symbol of an expanding Canada.

Never before has it been possible to see spectacular Canada from a Dome train! Now you can—for 2,881 scenic miles on the longest Dome ride in the world!

The Canadian brings you the newest travel advancements, unique Canadian decorations and superb Canadian Pacific service.

Make reservations now while space is available. Contact your local agent or Canadian Pacific, in principal cities in U. S. and Canada.



A DELUXE DINING ROOM CAR features special Canadian menus. Meals, snacks are served in the Scenic Dome Skyline Coffee Shop.



FRIENDLINESS SETS THE MOOD in the Main Observation Lounge. Chat with interesting people as you cross Canada under smooth diesel power.

Questions

HERE ARE THE ANSWERS TO ANOTHER RAILWAY AGE CAR SERVICE "QUIZ":

The Problem—as presented in the March 14 issue: The agent of the Southern at High Point, N. C., had received orders for 20 box cars, to be loaded with furniture, going to 20 different destinations. For which load-destinations did the agent at High Point allocate the cars in order to be sure that, when empty, each car would be in its home district (as shown by the AAR's Car Selection Chart); and, further, that it:

- (1) Would be on home rails; or
- (2) Could be delivered to the owner at the unloading point by the delivering carrier?

Destination	Delivering Carrier
Birmingham, Ala.	Sou
Brunswick, Ga.	Sou
Buffalo, N. Y.	NKP
Cheyenne, Wyo.	C&S
Cincinnati, Ohio	Sou
Decatur, Ill.	IT
Fort Worth, Tex.	T&NO
Helena, Mont.	NP
Hope, Ark.	L&A
Kansas City, Mo.	CRIP
Los Angeles, Cal.	AT&SF
Louisville, Ky.	Sou
Madison, Wis.	Milw
Oklahoma City, Okla.	MKT
Ottawa, Ont.	CPR
Philadelphia, Pa.	PRR
Portland, Me.	B&M
Pueblo, Colo.	MP
Salt Lake City, Utah	D&RGW
Winnipeg, Man.	GN

Cars available for loading were of the following ownerships: AT&SF, ACL, CNR, CPR, C&O, CB&Q, CRIP, Erie, GN, IC, Milw, MP, NYC, N&W, PRR, SAL, SP, T&NO, UP, Wab.

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

and Answers FOR THE TRANSPORTATION DEPARTMENT

The Answer

The agent allocated the cars as follows:

Destination	Delivering Carrier	Car
Birmingham	Sou	SAL
Brunswick	Sou	ACL
Buffalo	NKP	Erie
Cheyenne	C&S	CB&Q
Cincinnati	Sou	N&W
Decatur	IT	IC
Fort Worth	T&NO	T&NO
Helena	NP	GN
Hope	L&A	MP
Kansas City	CRIP	Wab
Los Angeles	AT&SF	SP
Louisville	Sou	C&O
Madison	Milw	
Oklahoma City	MKT	CRIP
Ottawa	CPR	NYC
Philadelphia	PRR	
Portland	B&M	CNR
Pueblo	MP	AT&SF
Salt Lake City	D&RGW	UP
Winnipeg	GN	CPR

As the agent could have complied with conditions of the problem by using the IC car to Madison, the Milwaukee car to Kansas City, and the Wabash car to Decatur, answers showing those applications have been considered correct, although use of the Milwaukee car to Madison is preferred, as that is the line handling the load into that point.

A total of 482 answers had been received up to and including April 11, of which 289 were correct. Those answering represent 59 different railroads and a wide variety of jobs. There were 26 answers received from persons not in railroad service, all of which were correct.

S. W. Rodgers, operating vice-president of the Rutland, circularized this quiz among Rutland employees, and offered to each employee who answered it correctly a prize of a carton of cigarettes.

Names of those sending correct answers follow:

ALTON & SOUTHERN—C. E. Lang, general agent, New York.

ASSOCIATION OF AMERICAN RAILROADS (Car Service Division)—District Managers C. P. Miller, New York; H. G. Randall, Boston; F. T. Westmeyer, Seattle. Car Service Agents R. H. Buchanan, Dayton, Ohio; J. W. Crouse, Boston; L. E. Decker, Scranton, Pa.; J. S. Fuller, Chicago; A. V. Mannery, Seattle; F. M. Quinn, Baltimore; C. C. White, Albany, N.Y.; S. H. Whitehead, Philadelphia; J. F. Forrester, J. J. McKeone and R. F. Murphy, New York.

ATLANTIC COAST LINE—I. E. Rackley, car distributor, Wilmington, N. C.

BALTIMORE & OHIO—D. W. Anglin, freight agent, Gary, Ind.; J. E. Ayres, rate clerk, Cambridge, Ohio; J. B. Clark, general yardmaster, Indianapolis; C. F. Coblenz, freight agent, East Side, Philadelphia; W. F. Coen, clerk, office superintendent transportation, Pittsburgh; W. E. Coonan, operator, Holabird, Baltimore; W. J. Cowdry, ticket clerk, New York; E. W. Edwards, Sr., agent, Carthage, Ohio; L. T. Eppink, assistant agent and operator, South Brooklyn, Ohio; E. B. Fitch, Jr., general yardmaster, Youngstown, Ohio; S. C. Foster, produce yards, Pittsburgh; M. M. Gannon, Canton, Ohio; H. C. Griggs, supervisor timber treatment, Green Spring, W. Va.; C. I. Grubbs, agent, Troy, Ohio; C. A. Hull, agent and operator, Sherwood, Ohio; F. J. Jones, cashier, Union City, Ind.; W. J. Kramer, chief yard clerk, Dayton, Ohio; R. W. Landsiedel, train dispatcher, Cincinnati; J. R. Padden, trainmaster, Massillon, Ohio; Edw. Rinschler, freight agent, Forest Hills Tr., Chicago; H. C. Rowe, clerk, office superintendent, Garrett, Ind.; C. G. Sauter, agent-yardmaster, Johnsonburg, Pa.; A. E. Tague, joint agent (PRR) Altamont, Ill.; J. C. Yost, agent, Proctor, W. Va.

BANGOR & AROOSTOOK—B. F. Andrews, Jr., clerk, Northern Maine Jct., Me.; J. H. Woolford, transportation assistant, Houlton, Me.

BOSTON & MAINE—E. E. Walker, Jr., special apprentice, mechanical department, Boston.

CANADIAN PACIFIC—G. A. Joslin, trainman, Montreal.

CENTRAL OF NEW JERSEY—E. H. McCormack, agent, Carteret, N.J.; N. P. Willis, superintendent transportation, Jersey City, N.J.

CHICAGO & NORTH WESTERN—D. E. Chamberlain, ticket clerk, Rapid City, S.D.; R. A. Juneo, ticket agent, Duluth; G. A. Kutsche, agent, Aberdeen, S.D.; C. H. Schwartz, agent, Tracy, Minn.; A. P. Scapel, cashier, Benld, Ill.

CHICAGO & WESTERN INDIANA—BELT RY. OF CHICAGO—J. H. Schroeder, stenographer-clerk, office of president, Chicago.

CHICAGO, BURLINGTON & QUINCY—E. J. Blair, Jr., chief clerk, Philadelphia; Dirk Partridge, clerk, advertising dept., Chicago.

CHICAGO, INDIANAPOLIS & LOUISVILLE—R. L. Barnard, train dispatcher, Lafayette, Ind.; W. J. Jarvis, telegraph operator, Michigan City, Ind.; C. C. Robinson, superintendent car service, Lafayette; H. E. Scheigert, yardmaster, Indianapolis; T. E. Tindall, agent, Bloomington, Ind.; W. H. Witman, agent, Orleans, Ind.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC—J. F. Altenberg, captain of police, La Crosse, Wis.; L. W. Harrington, trainmaster, Crete, Ill.; R. T. Huntsman, Tacoma, Wash.; Tom Quinn, Seattle.

DELAWARE & HUDSON—C. W. Christen, designing engineer, Albany; E. D. Rasmussen, chief clerk, traffic department, Boston; K. F. Spiegel, superintendent's office, Carbondale, Pa.

DELAWARE, LACKAWANNA & WESTERN—W. F. Gale, traffic representative, Philadelphia; W. V. Nagle, Jr., agent, Berkeley Heights, N.J.; Harry Strait, freight agent, Dover, N.J.

DETROIT, TOLEDO & IRONTON—J. D. Gallo, car accountant, and H. S. Johnson, assistant to vice-president, Dearborn, Mich.; V. H. Logan, agent, Lima, Ohio; L. J. Ogle, trainmaster, and L. Swable, general yardmaster, Springfield, Ohio.

ERIE—K. C. Bissell, chief car distributor; P. R. Carter, night transportation clerk; J. F. Cloud, chief rate clerk, freight office; John H. Michel, special service clerk, office superintendent transportation; Joseph Moses, night transportation clerk; J. T. Murphy, inspector of operations and H. J. Sieb, chief clerk, office superintendent transportation, Cleveland; J. I. Bayne and R. U. Berger, Brier Hill yard, Youngstown, Ohio; John W. Koop, yardmaster and Eugene B. Slepaky, yard clerk, Youngstown; J. J. Callahan, chief clerk, freight station, Warren, Ohio; E. P. Hotman, operator-clerk, Kenton, Ohio; Ernest Abrams, relief clerk; T. M. Gilbert, clerk-stenographer; W. J. Hanley, chief clerk; N. C. Harbourn, agent; W. J. Moynihan, clerk, and J. P. Murray, assistant rate clerk, Newark, N.J.; H. H. Brown, agent; A. Hennigan, foreman; G. C. Kalle, chief clerk, lightering department; John O'Brien, foreman lightering department; John Riccardi, foreman and Joseph Welsh, general foreman, Weehawken, N.J.; R. Rocoema, chief clerk and A. Salzman, agent, Hackensack, N.J.; T. C. Rooney, chief car distributor and T. J. Teshon, car distributor, Jersey City, N.J.; E. V. Hermance, agent, Clifton, N.J.; M. W. Montagano, car and demurrage clerk, Passaic, N.J.; M. F. Mullins, yardmaster, Paterson, N.J.; E. Travella, agent, Ridgefield, N.J.; J. B. Graney, assistant agent; A. H. Pokrandt, car distributor; G. R. Snyder, agent; G. J. Stranahan, foreman cooper track and E. H. Zwilling, special car checker, Buffalo, N.Y.; Gerald J. Fordham, relief agent, Jamestown, N.Y.; E. H. Howe, agent, Wellsville, N.Y.; R. E. Howe, agent, Cattaraugus, N.Y.; L. M. Moore, car distributor, Salamanca, N.Y.; L. J. Vernol, chief clerk, and H. L. Wood, freight agent, Newburgh, N.Y.; J. Ambrose, general foreman, J. K. Cubby, agent, and W. Tholen, assistant agent, 28th Street station, New York, N.Y.; J. R. Cas-

sidy, freight agent; Karl Dingle, yard clerk and extra yardmaster; W. B. Hishman, chief clerk; G. J. Miles, office general yardmaster and J. P. O'Donnell, yard clerk, Meadville, Pa. Eva L. Huston, clerk; D. G. Jones, agent and Henry P. Vinciguera, chief clerk, freight station, Bradford, Pa. R. S. Howe, agent, Johnsonburg, Pa.; J. P. Steines, freight agent, Sharon, Pa.; W. M. Baumgardner, agent, Decatur, Ind. L. W. Connolly, chief clerk; R. E. Cutler, bill clerk, and L. L. Worland, chief yard clerk, Hammond, Ind. J. C. McCauley, car distributor, and M. V. Wells, agent, Huntington, Ind.

GRAND TRUNK WESTERN—D. C. Page, telephone operator, Lowell, Mich.

GREAT NORTHERN—A. V. Bell, auditor freight receipts; L. R. Bishop and H. T. Dimmerman, time freight clerk, St. Paul, W. Andrews, assistant superintendent; A. H. Benson, assistant agent; F. B. Heinen, chief yard clerk; R. R. McEnary, trainmaster; James Murphy, car distributor, and W. L. Smith, assistant to trainmaster, Superior, Wis. M. W. Foster, agent, and D. E. Parks, trainmaster, Klamath Falls, Ore. Ernest Perry, operator-agent, Wenatchee, Wash.

GREEN BAY & WESTERN—H. R. Olsen, assistant general freight agent, New York.

GULF, MOBILE & OHIO—J. W. Rockers, dis- position clerk, Kansas City, Mo.

ILLINOIS CENTRAL—G. C. Burkard, agent, Gifford, Ill.; R. P. Stair, operator-leverman, Champaign, Ill.

LEHIGH VALLEY—V. C. Armitage, agent, Interlaken, N.Y.

LITCHFIELD & MADISON—Guy Wiggs, chief clerk, East St. Louis, Ill.

LOUISVILLE & NASHVILLE—Paul F. Zimmerman, rate clerk, Louisville.

MARYLAND & PENNSYLVANIA—A. M. Bastress, traffic manager, Baltimore.

McCLOUD RIVER—W. R. Heflin, train dispatcher, McCloud, Cal.

MISSOURI-KANSAS-TEXAS—M. P. Cox, general clerk, and A. D. Lancaster, chief train dispatcher, Smithville, Tex.; R. J. Purcell, traveling freight and passenger agent, Detroit.

MISSOURI PACIFIC—C. E. Johnson, agent, Sugar City, Colo.; R. R. Warren, agent, Houston.

NEW HAVEN—P. J. Arserio, transportation inspector; J. M. Finch, Jr., superintendent car service; P. R. Goulet, vice-president—operations (on behalf of transportation department) and H. S. Koenig, Jr., machinist apprentice, New Haven, Conn.; H. W. Holton, freight agent, Waterbury, Conn.; R. H. Leonard, agent, Valley Falls, R.I.

NEW YORK CENTRAL—R. B. Hasselman, transportation assistant, Syracuse, N.Y.; S. E. Her- ring, engine dispatcher, Bellefontaine, Ohio; G. E. Lawyer, operator, Jefferson, Ohio; L. A. Nugent, agent, Benton Harbor, Mich.; T. A. Salato, freight agent, Lockport, N.Y.; E. D. Stanton, yard clerk, Rome, N.Y.

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NORFOLK & WESTERN—G. H. Gilmer, Jr., superintendent of agencies, and W. E. Robertson, Jr., assistant superintendent transportation, Roanoke.

NORTHERN PACIFIC—E. A. Rowell, Jr., city ticket agent, Chicago.

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SOUTHERN—A. P. Ford, agent, Culpepper, Va. **SOUTHERN PACIFIC**—E. G. Bond, chief clerk, Oxnard, Cal.

TERMINAL RAILROAD ASSN. OF ST. LOUIS—H. F. Lauber, chief clerk, St. Louis.

TEXAS SOUTH-EASTERN—J. F. Robison, chief clerk, office vice-president, Diboll, Tex.;

UNION PACIFIC—W. F. Callicotte, agent, Laramie, Wyo.; J. H. Phelps, Jr., conductor, Pocatello, Idaho.

WABASH—Ray McHenry, home route clerk, office commercial agent, St. Louis.

WESTERN PACIFIC—W. A. Bowdidge, chief clerk, traffic department, Portland, Ore.; Talbot Kelly, passenger traffic representative, Oakland, Cal.

OTHER THAN RAILROAD REPRESENTATIVES—Douglas Dean, Jackson, Mich.; C. J. DeVilbiss, dispatcher, and Fred Kiesel, chief engineer, Wa- bash, Frisco & Pacific Assn., St. Louis; T. A. Fetter, Arlington, Va.; C. E. de Gange, Johns- Manville Research Center, Manville, N.J.; H. H. Harwood, Jr., student, Columbia University, New York; R. N. Hettrick, 2nd Lt., 577th Ord., IFC Det., Fort Devens, Mass.; N. M. Hickok, (Continued on next page)

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(Continued from page 33)

traffic manager, Western Paper Converting Co., Salem, Ore.; Samuel Hill, Washington, D.C.; E. W. Hilton, Jr., assistant traffic manager, Douglas Fir Plywood Assn., Tacoma, Wash.; H. A. Hodges, investment department, Sun Life Insurance Co., Montreal; R. E. Johnson, Mid-Continent Petroleum Corp., Tulsa, Okla.; E. A. Lehmann, student, University of Minnesota, Minneapolis; Fritz Lehmann, student, Oberlin College, Oberlin, Ohio; P. C. Morrissey, Foxboro, Mass.; T. A. Nooner, Jr., Railway Business Association, Chicago; F. J. O'Rourke, Gross & Jones Co., St. Louis; R. E. Phillips, Birdsboro, Pa.; Henry Socha, Rosedale, N.Y.; R. L. Stimmler, Lima, Ohio; T. T. Taber III, Wellsville, N.Y.; C. O. Sample, Evans Products Co., Detroit; R. W. Thompson, student, University of Chicago, Chicago; L. C. Johnson, associate professor history, East Oregon College of Education, La Grande, Ore.; D. A. Shoff, 2nd Lt., Transportation Corps, Ft. Eustis, Va.; G. W. Billmyer, student, Washington University, St. Louis.

Current Publications

BOOKS

ENGLISCHES WORTERBUCH FÜR EISENBAHN SIGNALWESEN UND FERNMELEDETECHNIK (DICTIONARY FOR RAILROAD SIGNALING AND COMMUNICATIONS), by Dr. Wilhelm Schmitz. Price DM 12, 60. Dr. Arthur Tetzlaff-Verlag, Frankfurt am Main, Germany.

This dictionary is published in two volumes, one giving English-German translations and the other German-English translations.

METROPOLIS IN THE MAKING: The Next 25 Years in the New York Metropolitan Region. 88 pages, illustrations. Regional Plan Association, Inc., 205 East 42nd st., New York 17. Clothbound, \$3; paperbound, \$2.

Issued on the occasion of the 25th anniversary celebration of the Regional Plan Association, this book contains a complete transcript of the addresses of Chancellor Henry T. Heald of New York University; Austin J. Tobin, executive director of the Port of New York Authority, and Luther Gulick, city administrator of the City of New York. Also included are the remarks of commentators who participated. A 15-page illustrated section presents examples of proposals contained in the original Regional Plan of 1929 that have been carried out in the past 25 years by various public agencies and private initiative. A brief abstract of Mr. Tobin's remarks appeared in *Railway Age*, October 18, 1954, page 10.

FILM

THE PASSENGER TRAIN. 16 mm, 11 min, color or black and white. Encyclopedia Britannica Films, Inc., Public Relations department, 1150 Wilmette ave., Wilmette, Ill. Available for preview screening and rental.

Slanted for screening to primary grade language, arts, and social study groups, this film tells the exciting story of a boy's first train trip, from the streamlined diesel's departure from a large city to its arrival in a small western community, bringing to life the scenic beauty of America's middle and far west.

Cabinet Report Deserves Wide Support

The "miracle" happened—the special Cabinet Committee on Transportation has come out with a discerning report on what's wrong and what needs to be done about it. In this space a week ago, a pessimistic opinion was expressed on the likelihood that any report at all would issue from the Cabinet Committee; or, if it did, whether the report would not be so "watered down" as to be of little value. The pessimism was not ours only, but reflected that of a lot of people who were close to the situation. It is a happy occasion for us pessimists that we all turned out to be such poor prophets.

It is highly probable that the report, as it appeared, was "watered down" considerably from the original version, as recommended by the "Page committee," which did the preliminary studying and recommending. That is not to be wondered at or condemned. It was not the primary job of Mr. Page and his associates to weigh political considerations—but these are matters of reality which Cabinet officers cannot overlook. The Cabinet Committee report is, then, just as it stands, a landmark of political realism in its recognition of the economic changes which have occurred in transportation. And it is altogether admirable in the length to which it goes in recommending that so large a part of present regulatory policies be revised or scrapped.

This inquiry into transportation was not initiated by the railroads and no railroad people were members either of the Cabinet Committee or the Page committee. Railroad people were interviewed by the committee members, of course, but so were representatives of other transportation agencies. The report cannot by any stretch of the imagination be considered—or attacked—as "pro-railroad."

So what do the railroads do now? In this space a week ago the following observation was made: "Congressional action will require 'grass roots' support. And the 'grass roots' won't ask for things they don't know about." The conclusion seems quite obvious that the railroads—and all other transportation organizations and other Americans who know how right this report is—should proceed to do everything in their power to

explain the urgency of these recommendations to the American public.

But there are other ways besides direct publicity and educational effort in which the railroads could make a constructive contribution. For example, the report says that "*rates must be allowed to reflect cost advantages whenever they exist and to their full extent.*" Again and again, but not always, the regulators have denied railroads the right to use their cost advantage in making competitive rates. The power of the regulators in this area is widely discretionary. In view of this forthright statement from so competent and objective an authority, should not the railroads, henceforth, call upon the regulators to give this consideration greater weight than they have often done in the past? Moreover, should not the railroads themselves, henceforth, endeavor to surpass their past efforts in putting informative evidence of comparative costs into competitive rate cases?

In short, while this Cabinet Committee report will require extensive legislation to be made fully effective—isn't there a great deal in it which, if firmly incorporated into railroad industry policy, could be made to go to work at once?

This report actually recommends only a limited degree of freedom for the railroads. Their maximum and minimum rates would still be subject to ICC control. They would still be expected to avoid "unjust discrimination, undue preference or advantage, or undue prejudice." Such terms as "unjust" and "undue" could be interpreted to refer to many kinds of behavior that most people would consider harmless. Power of suspension would be curtailed, not terminated. The fourth section would be whittled down, and some measure of regulation would extend to contract carriers and bulk water carriers. The ICC would be empowered to relieve the railroads of the burden of red-ink intrastate services.

All these recommendations can be easily defended—not in the interest of the railroads but in that of the national welfare. As far as "doing something for the railroads" is concerned—the proposals are not a drop in the bucket compared to the freedom in competition that has been accorded to the railways of Britain (see *Railway Age*, April 18, page 11) and France. The report, in fact, doesn't go nearly as far with the philosophy of freedom as our good friends in Canada have gone (see report on "agreed charges," *Railway Age*, April 11, page 8).

In short, the report—welcome as it should be, and is—amounts to nothing more than a bare minimum of modernization of transport regulation.



New Trains for Canada

As this issue of *Railway Age* reaches its readers, the finest and fastest transcontinental passenger trains ever offered to Canadian travelers—the Canadian Pacific's "Canadian" and the Canadian National's "Super Continental"—are making their maiden runs.

On both railroads, the new trains went into service coincident with the change to summer timetables on April 24. On that day, the "Canadian" began its initial run westward from Montreal and Toronto and eastward from Vancouver. The "Super Continental" started from the same three points, and, in addition, began operation both east and west from Winnipeg on the new schedule on the same day.

Both trains consist principally of their company's newest and most modern equipment. Both operate on much the fastest schedules ever set up by their respec-

tive railroads for cross-country service. Both supplement, rather than supplant, existing transcontinental trains, which will continue to run, on approximately their former schedules, on both railroads. The older trains, however, instead of operating as separate sections all the way between Montreal and Toronto, and Vancouver, will henceforth normally be consolidated westward and split eastward at Capreol, Ont., on the CNR and Sudbury on the CPR, and operated as single trains between those points and Vancouver.

The Equipment

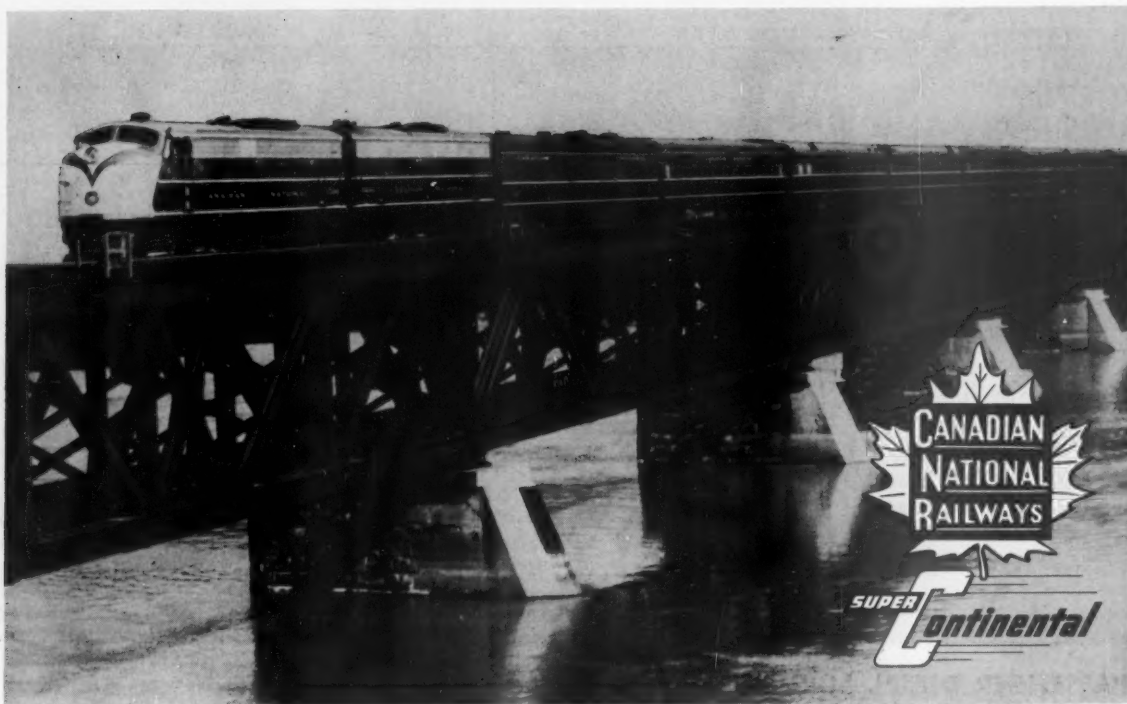
Full consists of each of the new diesel-powered trains are listed elsewhere in this article.

In the CPR's "Canadian," all cars, except the tourist sleepers, will be taken from the 173 all-stainless-steel passenger cars ordered from the Budd Company in 1953, on which delivery is now being completed. Some types of these cars were described in detail in *Railway Age* September 27, 1954, page 30; other types are described in this issue (page 44).

Seventy-seven of these Budd-built cars, plus the necessary number of tourist sleepers with matching exteriors, will be combined into seven complete 14-car train sets, each of which the road plans to operate as a unit. The 96 cars out of the Budd order not assigned to the "Canadian" (including some of the dome cars) will be used on what is now the CPR's secondary transcontinental train, the "Dominion," and elsewhere in Canada.

The "CANADIAN" will consist of:

- 1 Baggage-Crew Dormitory Car
 - 3 14-Section Tourist Sleeping Cars
 - 1 "Skyline Dome" Coffee Shop Coach
 - 1 60-seat De Luxe Coach
 - 2 "Chateau" Sleeping Cars
 - 4 "Manor" Sleeping Cars
 - 1 Dining Car
 - 1 "Park" Dome - Lounge - Observation Sleeping Car
-



Equipment for the CNR's "Super Continental" will likewise be the road's newest, drawn chiefly from the 359 passenger cars of various types built by the Pullman-Standard Car Manufacturing Company and the Canadian Car & Foundry Co. in 1954, and described in *Railway Age* March 22, 1954, pages 74, 78 and 84. Any other cars which may be needed for the new train will be new or thoroughly modernized, and will match the newest ones in color and interior appointments.

Some of these newest CNR cars will be regularly assigned to the "Super Continental;" the remainder will continue to be used on Canadian National trains serving all parts of Canada and also its lines in the United States.

Motive Power

Assignment of motive power to the new trains will show similar variation in practice between the two roads. The National will "cycle" its diesels between the "Super Continental" and its older "Continental," maintaining a pool of 18 locomotives for the two trains. Details of the cycle are shown in an accompanying diagram and table. The CNR claims, incidentally, that its mileage from Montreal to Vancouver—2,930 miles against the CPR's 2,881—will give it the distinction of operating the longest known one-way diesel run.

The CPR, on the other hand, plans to assign a single three-unit diesel locomotive to each "Canadian" train set, and to send the same diesel from Montreal to Vancouver and back again—5,762 miles—on a single turnaround run.

On both railroads, the new trains will make the trans-continental trip in substantially less time than the older trains. The "Canadian's" time from Montreal to Vancouver (adjusted for all time changes) is 71 hr 10 min,

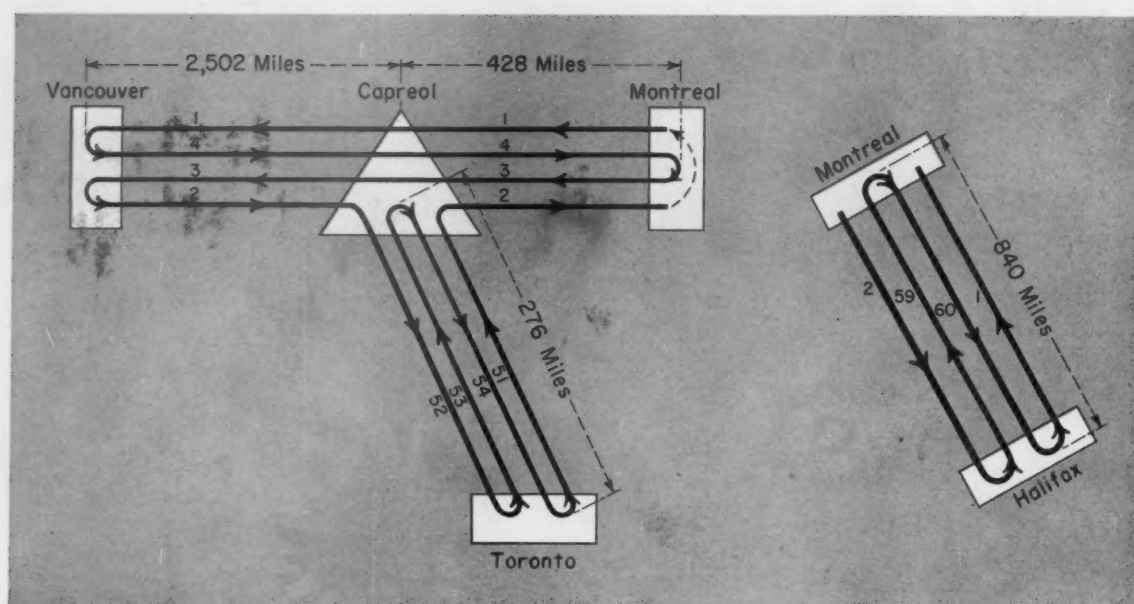
compared with 87 hr 10 min for the "Dominion" prior to April 24—a saving of 16 hr, or just over 18%. From Toronto, the time is 15 hr 35 min less. The "Super Continental" makes the Montreal-Vancouver trip in 73 hr 20 min—a reduction of 14 hr 5 min, or a little more than 16% below the 87 hr 25 min formerly required by the "Continental." Time saving for the slightly shorter run from Toronto is 12 hr 15 min.

Eastbound, the time saving is somewhat less—10 hr 25 min and 10 hr 30 min from Vancouver to Montreal and Toronto, respectively, on the CNR; 12 hr 30 min and 13 hr 5 min for the same journeys on the CPR. Condensed schedules for each of the new trains, compared in each case with pre-April 24 schedules of the older Montreal-Vancouver train on the same railroad, are set out in accompanying tables.

On both lines, scheduling involved some interesting problems—the necessity, for example, of reaching important intermediate traffic-generating centers like Win-

The "SUPER CONTINENTAL" will consist of:

- 1 Express Car
 - 1 Baggage Car
 - 2 Coaches
 - 3 Tourist Sleeping Cars
 - 1 Dinette Car, Montreal-Winnipeg
 - 1 Tourist-Coffee Shop Car, Winnipeg-Vancouver
 - 1 Dining Car, Toronto-Vancouver
 - 1 Lounge Car
 - 2 or 3 Sleeping Cars, depending on season
-



PASSENGER DIESEL LOCOMOTIVE CYCLE— Canadian National Passenger Trains 1, 2, 3, 4, 51, 52, 53, 54, 59 & 60

Location	Train No.	Time	Day	Mileage	Layover time Hr Min	Location	Train No.	Time	Day	Mileage	Layover time Hr Min
18 LOCOMOTIVES											
Lv. Montreal	1	3.25 p.m.	1st			Ar. Capreol	51	1.10 a.m.	18th	12,397	5 50
Ar. Vancouver	1	1.45 p.m.	4th	2,930	6 15	Lv. "	2	7.00 a.m.	18th		
Lv. "	4	8.00 p.m.	4th			Ar. Montreal	2	5.20 p.m.	18th	12,825	22 05
Ar. Montreal	4	9.15 a.m.	8th	5,860	10 45	Lv. "	1	3.25 p.m.	19th		
Lv. "	3	8.00 p.m.	8th			6 LOCOMOTIVES					
Ar. Vancouver	3	7.00 a.m.	12th	8,790	7 15	Lv. Montreal	2	8.30 p.m.	1st		
Lv. "	2	2.15 p.m.	12th			Ar. Halifax	2	6.25 p.m.	2nd	840	14 00
Ar. Capreol	2	6.25 a.m.	15th	11,293	0 40	Lv. "	59	8.15 a.m.	3rd		
Lv. "	52	7.05 a.m.	15th			Ar. Montreal	59	7.00 a.m.	4th	1,680	13 45
Ar. Toronto	52	2.15 p.m.	15th	11,569	8 45	Lv. "	60	8.45 p.m.	4th		
Lv. "	53	11.00 p.m.	15th			Ar. Halifax	60	9.20 p.m.	5th	2,520	13 25
Ar. Capreol	53	7.30 a.m.	16th	11,845	15 05	Lv. "	1	10.45 a.m.	6th		
Lv. "	54	10.35 p.m.	16th			Ar. Montreal	1	7.40 a.m.	7th	3,360	12 50
Ar. Toronto	54	7.00 a.m.	17th	12,121	11 00						
Lv. "	51	6.00 p.m.	17th			Locomotives in Montreal-Vancouver-Toronto cycle and Montreal-Halifax cycle will be interchangeable.					

nipeg, Calgary, Edmonton, Saskatoon, Banff and Jasper at convenient times; and the desirability of sending the trains through the more scenic parts of their journeys in daylight hours. On the National, the final schedule was "anchored" on Saskatoon, and built up east and west of there.

Both roads profess themselves well satisfied with the result of their efforts. As the condensed schedules show, both trains in both directions pass major cities and tourist resorts at times which are in some cases more convenient than those of the older trains. The CNR concedes, regretfully, that its new train will pass Mt. Robson, west of Jasper, after dark or before dawn, but says its passengers will be compensated by getting for the first time a daylight trip through the scenic canyon of the Fraser river, east of Vancouver. The CPR, for its part, points with considerable pride to the fact that the "Canadian" will traverse in daytime, both ways, much of the spectacular mountain country just west of Banff and Lake Louise.

Connecting schedules appear not to have been a major problem, though the National made some adjustments at Toronto and some other points. On both roads, the new trains provide connections at Montreal with overnight trains to New York and, on the CNR, to Halifax as well.

How the Time Is Saved

On both railroads, a substantial part of the overall time saving in the new schedules will be achieved through shorter stops, particularly at major division points. On the CNR, for example, waiting time at Winnipeg will be 25 min instead of 55; stops at Saskatoon and Edmonton will be 10 and 15 min, respectively, for the new train against 25 to 40 min for the older trains; time at Jasper will be cut from 30 min to 10. On the CPR, time at Winnipeg will be reduced from one hour westbound and 55 min eastbound to 15 min in each direction; stops at Moose Jaw and Calgary will be cut

from 35 and 40 or 45 min, respectively, to 15 min each.

Factors which help make the faster schedules possible are summed up by the Canadian Pacific, for itself, substantially as follows:

(1) Total dieselization, which will mean (a) less locomotive servicing time at stations, and (b) elimination of helpers over Rocky Mountain grades. Regularly assigned three-unit diesels, of 4,500 or more hp, will be able to handle the standard train set over all ruling grades without loss of speed.

(2) Use of mechanical instead of ice air conditioning, which will eliminate icing stops, and require less servicing time at stations.

(3) Virtual elimination of head-end traffic. Baggage, specially tagged, will be handled only for "Canadian" passengers. Other baggage, mail and express will be carried on the slower "Dominion" or on other trains.

(4) Faster acceleration and deceleration out of and into stations, curves, etc., through use of diesel power and extensive use of Budd disk brakes.

The road does not contemplate any increase in presently authorized maximum speed limits, though the new train, with its somewhat lighter overall weight and its fixed makeup, will probably be operated at or close to those maximum limits to a greater extent than the older train could regularly be.

Unlike the "Canadian," the "Super Continental" will not use disk brakes; in addition to local baggage for the train's own passengers, it will handle a limited amount of express to and from major cities. CNR officers emphasize, however, that "there will be no delays on account of head-end traffic." Most such traffic will be relegated to the older "Continental."

Otherwise, the CNR lists as contributors to the faster



THE CANADIAN FLAG is raised over New Hope, Pa., by Wendy Barrie, TV actress; at her left, N. R. Crump, executive vice-president, CPR, and Edward G. Budd, Jr., president, Budd Company. New Hope was destination of the "Canadian's" first press run, described on next page.

schedules substantially the same factors cited by the CPR. In addition, it says, certain speed restrictions, which now cover entire operating divisions, will be limited to specific sections of track, to permit a proportionately greater mileage of relatively high-speed run-

CANADIAN PACIFIC—Condensed Comparative Schedules, "Canadian" and "Dominion"

Westbound (Read down)				Eastbound (Read up)				
No. 1 "Canadian"	Total Elapsed Time* Hr Min	No. 7 "Dominion" #	Total Elapsed Time* Hr Min		No. 2 "Canadian"	Total Elapsed Time* Hr Min	No. 8 "Dominion" #	Total Elapsed Time* Hr Min
1.00p	.....	8.30p	.....	Lv. Montreal	Ar. 9.50p	70 20	9.20a	82 50
3.10p	2 10	10.40p	2 10	Ar. Ottawa	Lv. 7.40p	68 10	7.05a	80 35
3.20p	2 20	10.50p	2 20	Lv. Ottawa	Ar. 7.30p	68 00	6.50a	80 20
10.55p	9 55	7.55a	11 25	Ar. Sudbury	Lv. 12.10p	60 40	10.15p	71 45
No. 11					No. 12			
4.15p	.....	.....	.....	Lv. Toronto	Ar. 6.15p	66 45	.....	.....
10.30p	.....	.....	.....	Ar. Sudbury	Lv. 12.15p	60 45	.....	.....
11.35p	10 35	8.20a	11 50	Lv. Sudbury	Ar. 11.30a	60 00	9.40p	71 10
9.25p	33 25	10.15a	38 45	Ar. Winnipeg	Lv. 11.50a	37 20	6.40p	45 10
9.40p	33 40	11.15a	39 45	Lv. Winnipeg	Ar. 11.35a	37 05	5.45p	44 15
4.15a	41 15	8.30p	50 00	Ar. Moose Jaw	Lv. 3.00a	29 30	7.15a	34 45
4.30a	41 30	9.05p	50 35	Lv. Moose Jaw	Ar. 2.45a	29 15	6.40a	34 10
12.40p	49 40	8.40a	62 10	Ar. Calgary	Lv. 6.25p	20 55	8.10p	23 40
12.55p	49 55	9.25a	62 55	Lv. Calgary	Ar. 6.10p	20 40	7.30p	23 00
3.10p	52 10	11.45a	65 15	Banff	3.55p	18 25	5.15p	20 45
9.10a	71 10	8.40a	87 10	Ar. Vancouver	Lv. 8.30p	.....	7.30p	.....
				NET TIME SAVING				
				Montreal-Vancouver				
				Toronto-Vancouver†				

CANADIAN NATIONAL—Condensed Comparative Schedules, "Super Continental" and "Continental"

Westbound (Read down)				Eastbound (Read up)			
No. 1 "Super Continental"	Total Elapsed Time* Hr Min	No. 1@ "Continental" #	Total Elapsed Time* Hr Min	No. 2 "Super Continental"	Total Elapsed Time* Hr Min	No. 2@ "Continental" #	Total Elapsed Time* Hr Min
3.25p	.....	8.20p	.....	Lv. Montreal	Ar. 5.20p	72 05	9.00a 82 30
5.35p	2 10	10.45p	2 25	Lv. Ottawa	Lv. 3.05p	69 50	6.35a 80 05
5.45p	2 20	11.00p	2 40	Lv. Ottawa	Ar. 2.50p	69 35	6.10a 79 40
1.20a	9 55	8.40a	12 20	Ar. Capreol	Lv. 7.00a	61 45	9.25p 70 55
No. 51				Lv. Toronto	Ar. 2.15p	69 00	
6.00p	.....	.....	.....	Ar. Capreol	Lv. 7.05a	61 50	.....
1.10a	.....	.....	.....	
2.00a	10 35	9.05a	12 45	Lv. Capreol	Ar. 6.25a	61 10	9.05p 70 35
10.30p	32 05	9.55a	38 35	Ar. Winnipeg	Lv. 8.05a	39 50	6.45p 45 15
10.55p	32 30	10.50a	39 30	Lv. Winnipeg	Ar. 7.40a	39 25	5.50p 44 20
8.05a	42 40	10.10p	51 50	Ar. Saskatoon	Lv. 8.35p	29 20	5.10a 32 40
8.15a	42 50	10.40p	52 20	Lv. Saskatoon	Ar. 8.25p	29 10	4.45a 32 15
3.25p	50 00	7.40a	61 20	Ar. Edmonton	Lv. 1.30p	22 15	8.50p 24 20
3.40p	50 15	8.20a	62 00	Lv. Edmonton	Ar. 1.15p	22 00	8.20p 23 50
9.25p†	56 00	2.30p†	68 10	Ar. Jasper	Lv. 7.55a†	16 40	2.30p† 18 00
8.35p†	56 10	2.00p†	68 40	Lv. Jasper	Ar. 6.45a†	16 30	1.00p† 17 30
1.45p	73 20	8.45a	87 25	Ar. Vancouver	Lv. 2.15p	.....	7.30p
				NET TIME SAVING			
				Montreal-Vancouver			
				10 25			
				Toronto-Vancouver**			
				10 30			

* Adjusted for all time changes.

Schedule prior to April 24.

@ Now Nos. 3 and 4.

† Change between Mountain and Pacific time occurs at Jasper.

**Based on schedules of former Nos. 3 and 4 (now 3-53 and 4-54), similar to, but not identical with, schedules shown.

ning. Maximum speed limits, however, will not be raised. Both new trains have been the subject of extensive advertising campaigns.

Canadian National advertising has been concentrated in Canadian magazines and newspapers, plus some radio and television "spots." The emphasis has been on the new train's more convenient arrival and departure times rather than on its faster schedule. Some extra money has been allocated for magazine advertising in the United States, and there the emphasis has been on destinations served and equipment provided, rather than on the new train as such. CNR publicity also has pointed up the availability of complete meals for \$1.25 or less in the "Super Continental's" dinette and grill cars; this cheaper meal service, recently inaugurated on other CNR trains, has reportedly increased overall dining car revenues.

The train was open to press inspection at Winnipeg, Saskatoon, Edmonton and Vancouver; was displayed to the public at Montreal, Ottawa and Toronto a week ahead of its first trip; and made special press runs out of those three cities on April 23, the day preceding its initial revenue journey.

The Canadian Pacific, having done little or no magazine passenger advertising in 1954, in anticipation of the "Canadian's" inauguration, has been able in effect, to concentrate a two-year advertising budget on promotion of the new train in both Canadian and U.S. magazines and newspapers, and on Canadian radio and television. Many of the ads have featured the fact that the "Canadian" offers "Canada's only dome cars" and "the longest dome ride in the world."

Both roads are making intensive use of special display and direct sales material—posters, counter cards, booklets of various types, special mailing pieces, etc. Some of these, in addition to being printed in English and French for use in Canada and the U.S., are being put out also in Spanish and other languages for use overseas.

The CPR's most spectacular publicity effort, however, took the form of a special tie-up between it and the Budd Company, the fashion magazine *Vogue*, 112 stores in this country and Canada, and some of the larger suppliers of materials and devices used in its new cars.

Theme of this special promotion was "A Vacation Trip Across Canada." Such a trip, and a complete feminine wardrobe for it, along with a description of the new "Canadian," made up virtually the entire contents of *Vogue's* April 15 issue.

The "kick-off" for this promotion was a press run, April 15, over the Reading from Philadelphia to New Hope, Pa., with several hundred reporters and travel and fashion editors as guests of the railroad, Budd, *Vogue*, and Wanamaker's department store. The trip was made in "Canadian" cars, some of which were returned from Canada for the occasion, and was climaxed by a fashion show at Bucks County Playhouse, followed by dinner at the Playhouse Inn at New Hope. This event is being followed up in a number of the participating stores with fashion shows and special displays featuring Canadian Pacific posters, baggage stickers, timetables, maps, crests, etc.

To climax their publicity programs, both railroads

scheduled special inaugural ceremonies for the new trains.

The CNR planned "send-offs" at Montreal, Toronto, and Vancouver, scheduling them, however, for April 23, one day ahead of the train's actual departure. At Toronto, the new train was to be "christened" by the twin daughters of a railroad employee who were born on the "Continental"; at Vancouver, by the wife of the mayor; and at Montreal by the daughter or granddaughter of a train crew member. Also slated to participate at Montreal were the CNR pipe band and the color patrol of the CNR Vimy branch of the Canadian Legion. In addition, "Miss Super Continentals" — CNR employees — were to ride the first train west, carrying tokens and greetings from the mayors of Montreal, Ottawa and Toronto to the mayors of other cities along the route, and bringing back other tokens from the Western cities in exchange.

On the CPR, inaugural ceremonies also were scheduled at Montreal, Toronto and Vancouver, with the Premier of Quebec province expected to clear the signal which actually started the Montreal section on its way west.

Also slated to take part in the Montreal send-off was the band of the Victoria Rifles — Montreal's oldest militia regiment — which had participated in inauguration of the CPR's first transcontinental train in June 1886 and in its fiftieth anniversary celebration in 1936.

Mayors of cities on the "Canadian's" route had been invited to visit the train on its first passage through their cities; and special gifts were planned for all passengers on the first run — roses for the ladies, toy diesel "construction kits" for children, and CPR "prestige booklets" for all.

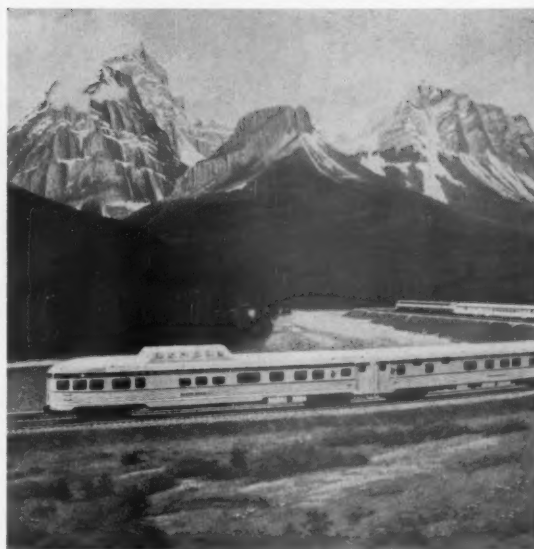
Traffic Potentialities

Neither road expects its new train to be competitive with air service for transcontinental traffic from the standpoint of speed alone. Actually, however, transcontinental business, from Montreal or Toronto through to Vancouver, has constituted a relatively small proportion of the traffic on the "Dominion" and the "Continental."

Both roads apparently feel that the superior speed, comfort and luxury of their new trains will enable them to retain and perhaps enlarge the proportion of transcontinental business.

Meantime they confidently expect that the "Canadian" and the "Super Continental" will continue to handle, as have the earlier trains, a substantial volume of on-and-off, point-to-point business — from Montreal to Winnipeg, Winnipeg to Calgary, Edmonton to Vancouver, etc. In each case, results will be watched with care and interest; as the National puts it: "We will do a tremendous amount of research to find out how the public uses the train, what the public wants, and what the public will pay."

INTENSIVE ADVERTISING of their new trains has been done by both railroads, using many different media. Shown below is a reproduction of a Canadian National folder, originally printed in four colors; above is part of one of the Canadian Pacific's many newspaper and magazine advertisements.



SEE THE SPECTACULAR CANADIAN ROCKIES around you, above you, from Canadian Pacific's new high-up Scenic Dome! Here The Canadian glides through the Bow River Valley.

Canadian Pacific presents Canada's first and only stainless steel Scenic Dome streamliner —

The Canadian

New train starts in daily service April 24 between Montreal and Vancouver, and Toronto and Vancouver... via Banff and Lake Louise in the Canadian Rockies.

Now Canadian Pacific introduces *The Canadian*, with exciting new standard service — all at

delicious meals in a Skyline Coffee Shop and a Deluxe Dining Room Car!

All coach seats are reclining armchairs with full-length leg rests and a 'table head rests! Each car has a new décor, features super

Make reservations

* * * * *

Announcing Canadian National's New Train

the **SUPER Continental**

FASTER TRANSCONTINENTAL SERVICE

DAILY MONTREAL - OTTAWA - TORONTO - WINNIPEG
SASKATOON - EDMONTON - CALGARY - VANCOUVER

COMMENCING APRIL 26th, 1955

- ✓ convenient inter-city schedules
- ✓ smart, modern equipment
- ✓ budget-priced meals

CANADIAN NATIONAL RAILWAYS

DIESELED ALL THE WAY!



DOME-COACH exterior has the tuscan-red trim and gold lettering used on all cars. Cast CPR emblems are applied to the stainless steel sides. Coaches, diners and dome-coaches have 6 by 11-in. Timken roller bearings.

DELIVERIES NEAR COMPLETION ON

Cars for New CPR Trains

Budd-built stainless steel passenger equipment involves 173 units of seven types for day and night travel

The Canadian Pacific is re-equipping its principal trans-continental trains. The Budd Company has been making deliveries of a group of 84 cars which soon will complete, along with the cars delivered last fall, an order of 173 units of passenger equipment.

The first group of 89 cars, all sleeping cars of various types, were described in *Railway Age* of September 27, 1954. The current deliveries include 18 dining cars, 18 dome coach-buffet-lounge cars, 30 coaches of the non-dome type and 18 baggage dormitory cars. Except for the baggage-dormitory cars, these cars are described herein. Most of the basic specifications and sources of materials and equipment are the same for these cars as for that part of the order previously described, so these details are not repeated here.

All of the cars are of stainless steel construction. They are 85 ft long, coupled, with truck centers of 59 ft

6 in. Maximum heights above the rail are 13 ft 6¼ in. for the non-dome cars and 15 ft 10 in. for the dome cars. Arrangement of the coaches, diners and dome-buffet-lounge cars is shown in the accompanying plans and interior views. Seating capacities are: Coaches, 60 passengers; diners, 48; and dome-buffet-lounge cars 73 persons, including 24 in the dome section.

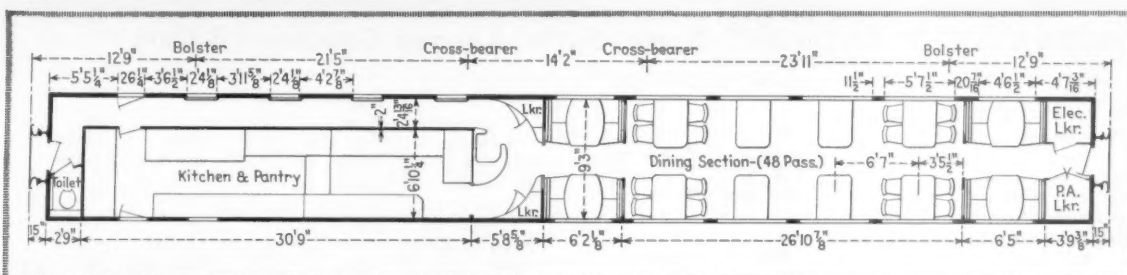
Like those previously delivered the bodies are Budd

WEIGHTS (LB) OF THE NEW CPR CARS

	Trucks	Body ready to run	Total
60-passenger coach	38,400	83,100	121,500
Dome buffet-lounge-coach	38,550	109,130	147,680
48-passenger diner	39,060	102,570	141,630
Baggage-dormitory	38,450	80,850	119,300



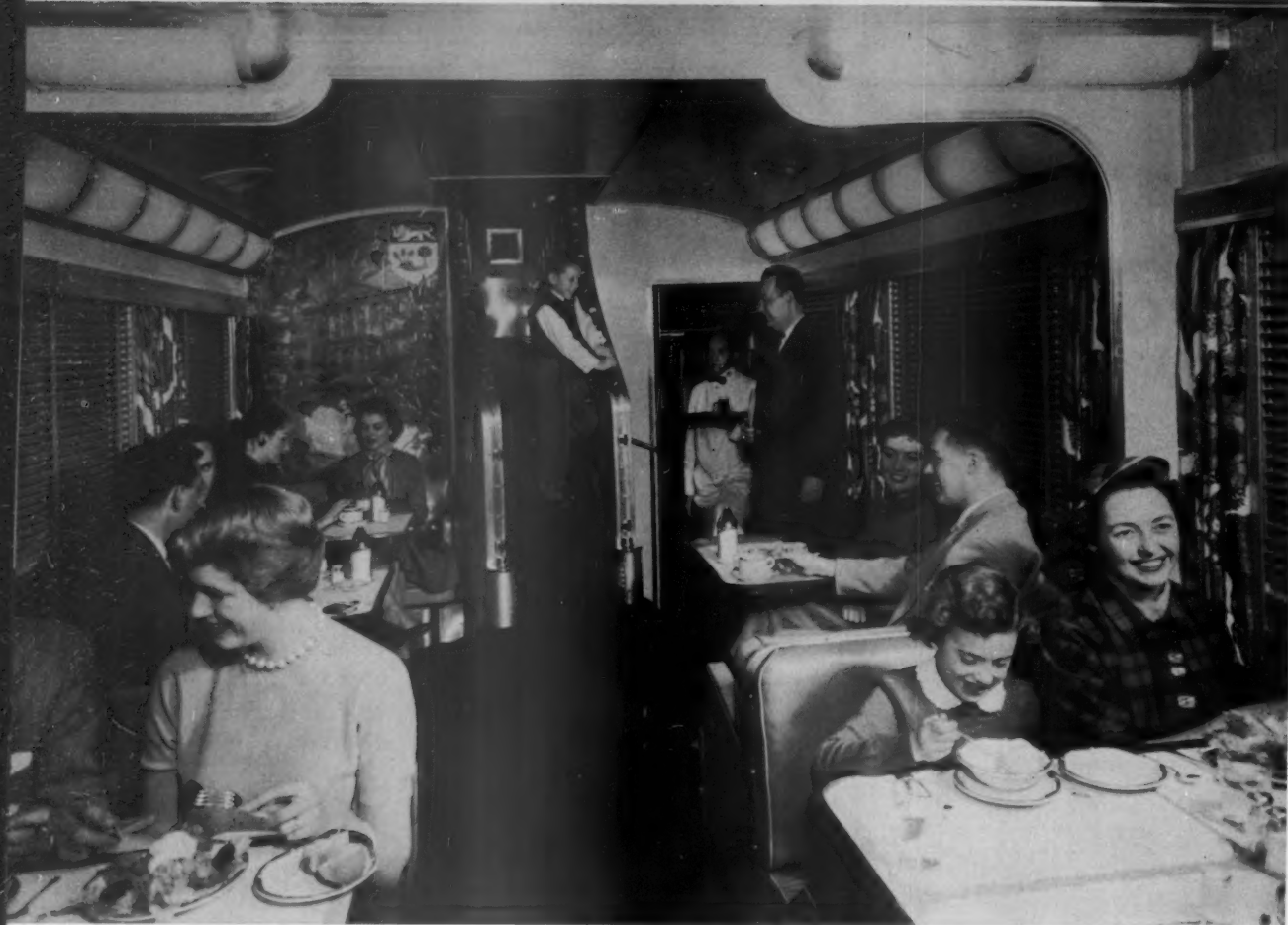
DINER seats 32 in the main dining section and 16 in banquette sections at each end, separated by etched glass partitions.



DECORATIVE TREATMENT— Dining Cars—18 Cars

Location	Material	Scheme 1	Scheme 2	Seat upholstery	Leather	Rose	Breton blue
BUFFET AND PASSAGES:				Drapes	Fabric	Blue	Charcoal
Floor	Rubber tile	Blue	Beige taupe	Blinds	Da-Lite venetian	Orch. gray	Turtle egg
Kitchen passage and buffet:				MAIN DINING SECTION:			
Walls and doors ..	Laminated plastic	Marg. rose	Turtle egg	Floor	Carpet	Rose, blue, brown, gray	Rose, blue, brown
Ceiling	Plastic and paint	Marg. rose	ER II red	Wainscot	Laminated plastic	Marg. rose	Turtle egg
A end passage				Pier panels	Laminated plastic	Orch. gray	Turtle egg
Wainscot	Stainless steel	Satin	Satin	Upper wall, ceiling ..	Plastic and paint	Yukon blue	ER II red
Walls and ceiling ..	Plastic and paint	Marg. rose	ER II red	Banquette partitions	Glass and plastic	Etched	Etched
Locker, desk tops	Laminated plastic	Black	Black	Table tops	Micarta	Tan linen	.....
Wall back of desk ..	Mirror	Etched	Etched	Chair upholstery	Leather	Cream	Dusty rose
BANQUETTE SECTIONS:				Drapes	Fabric	Blue	Charcoal
Floor	Carpet	Rose, blue, brown, gray	Rose, blue, brown	Blinds	Da-Lite venetian	Orch. gray	Turtle egg
Walls and ceiling	Plastic and paint	Marg. Rose	Turtle egg	GENERAL:			
Buffet part. wings ..	Safety glass	Clear	Clear	Roller shades	Pantasote-fabric	Banff blue	Beige
A end Walls	Linoleum murals .....	.....	.....	Window sills	Laminated plastic	Black	Black
Table tops	Micarta	Tan linen	.....	Fixture and trim	Metal	Satin	Satin
	Formica .....	.....	Coral				

More on next page ► ► ► ► ► ► ►



THE BUFFET, seating 17, is located on the conventional floor level of the dome-lounge coach, with its kitchen opening on to the passageway under the dome. Murals decorate end walls of diners, coaches and dome-lounge cars.

DECORATIVE TREATMENT—Dome Buffet Lounge Coaches—18 Cars

Location	Material	Scheme 1	Scheme 2	Partitions:		
END PASSAGES AND TOILETS:				End walls	Linoleum murals	
Floor: A end	Rubber tile	Blue	Cream	L. buffet-kitchen ..	Mirror	
B end	Rubber tile	Black	Paisley red	L. buffet-passageway ..	Plate glass	Clear Clear
Toilets	Rubber tile	Rose red	Green	Table tops	Micarta	Blue linen Green
Walls and ceiling ..	Plastic and paint	Orch. gray	Ecru	Seat upholstery:		
COACH SECTION:				Banquette and		
Floor: Under seats ..	Rubber tile	Black	Paisley red	L. buffet areas ..	Leather	Blue Green
Aisle	Rubber tile	White, red	Cream	Main up. buffet ..	Leather	Sulphur Citron
Wainscot	Laminated plastic	ER II red	Alta. green	Drapes	Fabric	Deep coral Kelly green
Pier panels and				Up. buffet blinds ..	Da-Lite venetian	Orch. gray Ecru
ceiling	Plastic and paint	Orch. gray	Ecru	DOME:		
Partition: B end	Laminated plastic	Orch. gray	Ecru	Floor: Under seats ..	Carpet	Rose, beige Rose, brown
Dome end	Linoleum mural			Stair and aisle ..	Carpet	Rose Green - gold
Seat upholstery	Mohair	Blue	Chamois	Wainscot	Laminated plastic	Banff blue Norway blue
DOMESTIC PASSAGE, LOWER AND UPPER BUFFETS:				Walls and ceiling ..	Paint	Quebec blue Alta. green
Floor	Carpet	Rose, beige	Rose, brown	Seat upholstery	Supercandapoint	Chamois Turquoise
Low. buffet steps	Carpet	Rose	Green - gold	GENERAL:		
Wainscot	Laminated plastic	ER II red	Alta. green	Roller shades	Pantasote-fabric	Beige Beige
Walls, pier panels				Window sills	Laminated plastic	Black Black
and ceiling	Plastic and paint	Orch. gray	Ecru	Fixtures and trim ..	Metal	Satin Satin

stainless steel construction assembled with the Shotweld process. Structurally the floor, walls and roof form the chords of a hollow box beam over the Budd center sill. On the dome cars the continuity of the roof, floor and center sill is interrupted by the dome. At each end of the dome are strong transverse structural partitions. The dome area has a shallow center sill fastened at each end to the bottoms of the conventional sills. The floor structure carries part of the buffing loads to strongly re-

inforced side sills through this part of the car. A special design is necessary to carry the compressive roof loads through the dome.

The corrugated roof and side sheets and the remainder of the stainless side, roof and end construction is insulated with 3-in. Ultralite thermal insulation. Sound deadening material is provided in the floor and roof with the truck areas receiving special attention.

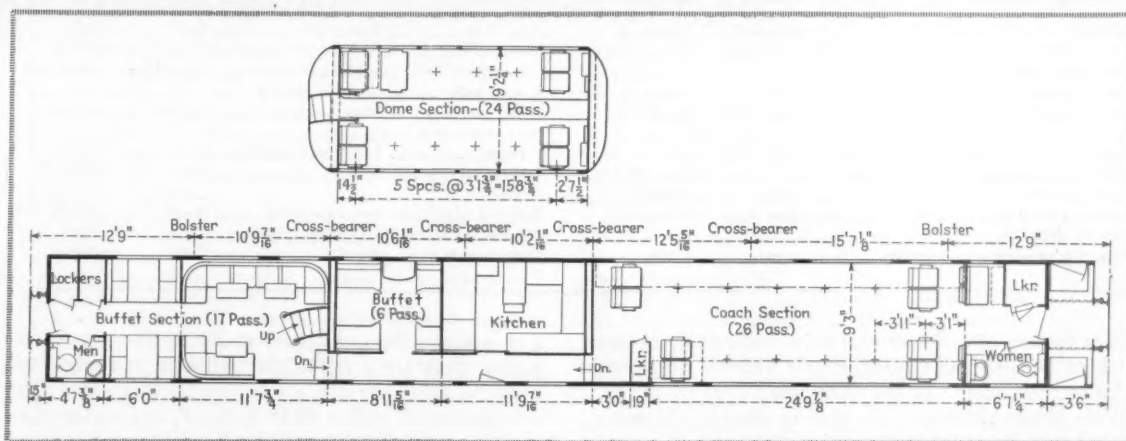
The side windows in these cars are double-glazed



COMPACT KITCHEN under the dome serves the adjacent small buffet and the larger one on the regular floor level.



PROPERLY CONDITIONED air is provided with a separate six-ton unit and duct system.



breather units with green-tinted heat-resistant plate glass on the outside and safety glass on the inside. Prism glass is used for the inner pane on toilet windows. Adams & Westlake supplied the Double-glazed sash in the domes. These breather units have a laminated inner glass consisting of two panes of $\frac{1}{8}$ -in. clear Solex with a $\frac{1}{8}$ -in. plastic layer between. The outer pane is $\frac{1}{4}$ -in. tempered Solex. Curved Adlake units are used in the sides of the dome and flat units form the windshields at the ends.

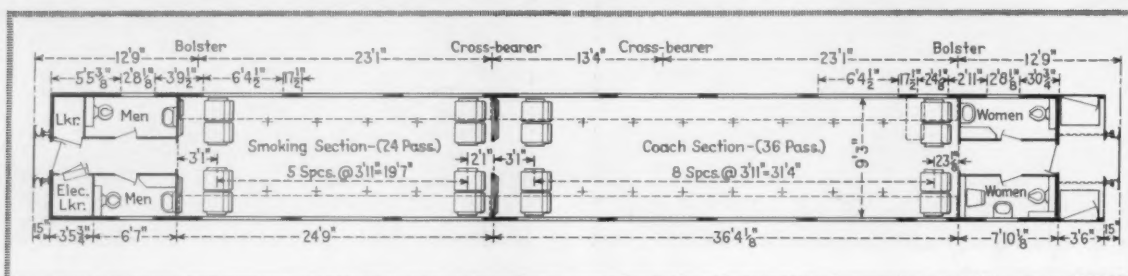
Sash for the doors came from the Robert Mitchell Company. All the glass except that for toilet windows was supplied by the Pittsburgh Plate Glass Company.

Electrical System

The electrical system is essentially similar to that described in the September 27, 1954 issue. Safety Car Heating & Lighting Genmotors, in sizes ranging from



SLEEPY-HOLLOW reclining seats with leg rests are used in the coaches and dome-coaches. Fluorescent fixtures in the ceiling and bag racks supply well-distributed illumination.



DECORATIVE TREATMENT—Coaches—30 Cars

Location	Material	Scheme 1	Scheme 2	Aisle floor	Rubber tile	Red	Red
END PASSAGES:				Wainscot and			
Floor	Rubber tile	Blue	Cream	B end walls	Laminated plastic	Que. blue	ER II red
Walls and ceiling ...	Plastic and paint	Que. blue	ER II red	A end walls	Linoleum murals		
TOILETS:				Upper partition	Plate glass	Etched	Etched
Floor	Rubber tile	Red	Blue	Pier panels and			
Walls and ceiling ...	Plastic and paint	Ecru	Ecru	ceiling	Plastic and paint	Ecru	Ecru
Chair upholstery	Leather	Blue	Vermilion	Seat upholstery	Mohair	Rust	Chamois
Dressing table top ..	Micaarta	Blue linen	Blue linen	GENERAL:			
COACH SECTION:				Roller shades	Pantasote-fabric	Banff blue	Banff blue
Floor: Under seats ..	Rubber tile	Blue	Cream	Window sills	Laminated plastic	Black	Black
				Fixtures and trim ..	Metal	Satin	Satin

25 to 35 kw, with Spicer axle drive units made by the Holden Company, of Canada, supply 115-volt d-c power. The standby motor of the Genemotor is rated 32 hp. Safety Motor-Alternators are used to develop a-c power on all cars described in this article, except the baggage-dormitory cars in which a vibrating inverter is used. All cars are equipped with 600-amp-hr batteries supplied respectively by the Electric Storage Battery Company and the Gould Storage Battery Company.

Air conditioning equipment, described in the previous article, was supplied by the International Equipment Company of Canada (Frigidaire) and by the Trane Company.

In the kitchen, there are a full height chef's food storage refrigerator, cooled to a temperature of 45 to 50 deg F, a frozen food compartment, held at 0 to 5 deg F,

and a fish well, maintained at 32 to 38 deg. In the pantry there are a full-height fruit storage refrigerator, a sandwich refrigerator, a salad refrigerator and a dairy refrigerator, all held at 45 to 50 deg F, and an ice cream compartment held to 0 to 5 deg F. All the refrigeration is obtained from three compressor units.

The coaches are equipped with the Vapor Unizone heating system with a body thermostat which controls the steam regulator under the car to supply steam as needed for the floor and overhead radiators. The system is automatic once it is put into operation by turning a switch on the heat control panel. The dome cars have two Vapor Unizone systems to accommodate the requirements of the upper and lower sections. Vapor Solar Discs adjust the thermostat settings to compensate for heat from the sun.

MORE RATE-MAKING FREEDOM—THAT'S

What Cabinet Report Calls For

Committee recommends new regulatory approach which would recognize present competitive situation and strengthen the common carrier system

More rate-making freedom for railroads and common carriers generally would result from adoption of recommendations made by President Eisenhower's Advisory [Cabinet] Committee on Transport Policy and Organization.

The committee's long-awaited report was made public at the White House April 18. It is a document of 15 mimeographed pages, single-spaced. It contains the 11 recommendations set out in an accompanying "box." Aside from the rate-freedom proposals, the committee calls for a new declaration of national transportation policy, sharper definitions of private and contract carriage, repeal of the bulk commodity exemption applicable to water carriers, and more ICC power over abandonments of intrastate services.

There is nothing in the report about such things as user charges for publicly provided transport facilities, more freedom for railroads to enter other fields of transport, trip-leasing of motor trucks, or repeal of the federal taxes on amounts paid for for-hire transportation. As to the so-called agricultural exemptions enjoyed by truck-

ers, there is a suggestion that Congress hear what the ICC has to say about the matter, and then clarify the law to indicate what exemptions it now wishes to give.

The rate-freedom recommendations contemplate repeal of the rate-making rule (Section 15a), and thus removal from the act of that provision which directs the ICC to consider the effect of proposed rates on the movement of traffic.

This provision, under which the commission could "substitute its own judgment for that of carrier management," the report says, has been "one of the most objectionable features of rate regulation."

The committee, created by the President last year, was headed by Secretary of Commerce Weeks. Other members were Secretary of Defense Wilson and Director Fleming of the Office of Defense Mobilization. Secretary of the Treasury Humphrey, Postmaster General Summerfield, Secretary of Agriculture Benson, and Director Hughes of the Bureau of the Budget participated on an "ad hoc" basis when matters of interest to their departments were under consideration. The committee's "work-

THE CABINET COMMITTEE RECOMMENDATIONS

1. Revise the National Transportation Policy to assure maintenance of a national transportation system adequate for an expanding economy and for the national security, to endorse greater reliance on competitive forces in transportation pricing, to reduce economic regulation of transportation to a minimum consistent with public interest, and to assure fair and impartial regulation.

2. Limit regulatory authority of the Interstate Commerce Commission to determination of reasonable minimum or maximum rates with no change in existing provisions making undue discriminations and preferences unlawful.

3. Continue on a more restrictive basis the commission's authority to suspend proposed changes in rates; shorten suspension period to three months; and continue provision that places the burden of proof upon carrier proposing a rate change, unless the protestant is also a carrier.

4. Remove requirement that rail or water common carriers obtain prior approval for charging greater than aggregate-of-intermediate rates, and for charging less for longer than for shorter distances over the same line or route in the same direction, the shorter being included within the longer, if necessary to meet actual competition and the charge is not less than a minimum reasonable rate.

5. Make lawful volume rates based on cost differences, which rates are established to meet competition.

6. Redefine a private carrier by motor vehicle as any person, not included in the definition of a

common or a contract carrier, who transports property of which he is the owner, provided that property was not acquired for the purpose of such transportation.

7. Redefine motor and water contract carriage as being that transportation providing services for hire but otherwise equivalent to *bona fide private* carriage; and require that actual, rather than minimum, charges be filed.

8. Repeal the bulk commodity exemption applicable to water carriers so as to subject such transportation to regulation similar to that applicable to other transportation.

9. Provide definite statutory standards for determining which shippers or shipper associations involved in consolidation or distribution of volume freight on a non-profit basis for securing lower rates are entitled to exempt status.

10. Empower the ICC to override certain state service requirements if continuance of such service would result in a net revenue loss or otherwise unduly burden interstate and foreign commerce, provided reasonably adequate service in lieu thereof is available.

11. Continue authority for carriers to establish voluntary special government rates [Section 22 quotation] but subject such rates to all provisions of the act (including public filing), except suspension and long-and-short-haul provisions, with authorization for application of special government rates retroactively and on short notice in special instances and with authorization for waiver of filing requirements in cases where national security is involved.

PROPOSED NEW DECLARATION OF NATIONAL TRANSPORTATION POLICY

It is hereby declared to be the national transportation policy of the Congress:

(1) To provide for and develop, under the free enterprise system of dynamic competition, a strong, efficient and financially sound national transportation industry by water, highway and rail, as well as other means, which is and will at all times remain fully adequate for national defense, the postal service and commerce;

(2) To encourage and promote full competition between modes of transportation at charges not less than reasonable minimum charges, or more than reasonable maximum charges, so as to encourage technical innovations, the development of new rate and service techniques, and the increase of operating and managerial efficiency, full use of facilities and equipment, and the highest standards of service, economy, efficiency and benefit to the transportation user and the ultimate consumer, but without unjust discrimination, undue preference or ad-

vantage, or undue prejudice, and without excessive or unreasonable charges on non-competitive traffic;

(3) To cooperate with the several states and the duly authorized officials thereof, and to encourage fair wages and equitable working conditions;

(4) To reduce economic regulation of the transportation industry to the minimum consistent with the public interest to the end that the inherent economic advantages, including cost and service advantages, of each mode of transportation, may be realized in such a manner so as to reflect its full competitive capabilities; and

(5) To require that such minimum economic regulation be fair and impartial, without special restrictions, conditions or limitations on individual modes of transport.

All the provisions of this act shall be construed, administered and enforced with a view of carrying out the above declaration of policy.

ing group" was headed by Arthur W. Page, former vice-president of American Telephone & Telegraph Co.

The report was released as the committee's recommendations to the President—not as Administration policy. However, the congressional leaders of both parties were briefed on the recommendations before the release, and bills to implement them were expected to be introduced in the near future.

President W. T. Faricy of the Association of American Railroads said he hoped the report "marks a step toward greater equality of treatment and opportunity for all forms of transportation." He added: "With competition on equal terms, and with each form of transportation paying its own way, the inherent advantages of the different forms of transportation will determine the use that is made of them, and the public will enjoy the best in service and economy. That is all the railroads need or seek."

William M. Leonard, president of the Federation for Railway Progress, issued the following statement: "The release of the report is in itself a great victory—the ills of too much regulation have at last been recognized at Cabinet level. The real battle, however, lies ahead in convincing the Congress to take immediate steps to enact this new transportation policy into law."

The committee, as the report put it, proceeded to its "reappraisal of national transportation policy" from these "fundamental premises": That the transportation industry operates today in the general atmosphere of pervasive competition; that adjustment of regulatory programs and policies to these competitive facts is long overdue; and that the restoration and maintenance of a progressive and financially strong system of common carrier transportation is of paramount importance to the public.

"Within the short span of one generation this country has witnessed a transportation revolution," the report's opening statement said. It goes on to note how the growth of other agencies has ended the railroads' "virtual monopoly" of intercity transportation. Also noted is the role played by government in aiding highway and air transport and in spending "vast sums of the general taxpayer's money for the improvement of rivers and harbors."

"The net result," the report continues, "is a competi-

tive system of transportation that for all practical purposes has eliminated the monopoly element which characterized this segment of our economy some 30 years ago. During this same period, government has failed to keep pace with this change and has, in fact, intensified its regulation. . . . Paradoxically, the underlying concept of this regulation has continued to be based on the historic assumption that transportation is monopolistic. . . .

"The dislocations which have emerged . . . have borne heavily on the common carrier segment of the transportation industry. The shipper and ultimately the consuming public pay the cost of this dislocation. The consequent loss to the public, while incapable of exact estimate, is believed to amount to billions of dollars per year. . . ."

The committee found it impossible to say what transport tasks each agency should perform in a system which best meets the public needs. "On the contrary," the report says, "we believe that such a system, in the face of rapidly developing technology and a high rate of innovation, is to be achieved only by the exercise of greater freedom for competitive experimentation which enables the purchaser of transportation to adapt both service and cost opportunities to his own requirements."

Further discussion of the committee's finding that the policy declaration needs revision includes comment on transport's role in national defense. There it is noted that the railroads "may be expected to have the greatest flexibility in accommodating an expanded domestic traffic with a minimum increase in equipment." Thus, the report adds, "any policy which strengthens the railroad base will tend to increase the built-in flexibility of our transportation plant." Previously the report had said that "any policy which has the effect of weakening any form of transportation on which we must place major reliance in the event of war is not a satisfactory defense policy."

The committee thinks its proposed new policy declaration would make it clear "(1) that common carriers are to be permitted greater freedom, short of discriminatory practices, to utilize their economic capabilities in the competitive pricing of their services, and (2) that in all such matters the regulatory commission is expected to act as an adjudicator, not a business manager."

Explaining its general recommendation that the ICC's

regulatory authority over rates be limited, the committee says what authority it would continue, which is the following:

1. To prescribe minimum rates of common carriers subject to the Interstate Commerce Act which shall not be less than a just and reasonable minimum. The committee believes that rates are unreasonably low when not compensatory, i.e., when they fail to cover the direct ascertainable cost of producing the service to which the rates apply.

2. To prescribe maximum rates of common carriers which shall not be in excess of a just and reasonable maximum; provided, that rates cannot be forced by the commission below the full cost of performing the services to which such rates apply exclusive of losses in other services. In this connection the commission should be required to take into consideration the extent and effect of competition with respect to the service to which the rates apply to the end that carriers shall be prevented from charging excessive or unreasonable rates on traffic which is non-competitive.

3. To determine rate relationships which would avoid unjust discrimination or undue preferences in event the latter are found to characterize any existing rate relationships, including the relationship of rates to be maintained as between intrastate and interstate commerce where state commissions have prescribed a basis of intrastate rates which is inconsistent with the basis currently in force on interstate traffic in a degree shown to burden interstate commerce.

It is after setting out the foregoing that the report recommends repeal of the present rate-making rule. It says: "Since particular standards to guide the ICC in determining the reasonableness of rates are set forth with its authority to exercise minimum and maximum rate control, the need for present uncertain statutory rules of rate making disappears."

The recommendation with respect to the commission's suspension powers would more than halve the period of maximum suspension, which is now seven months. Also, the committee expressed its belief that the suspension of new rates "should be considered as a special and unusual remedy." It would require that, before suspending, the commission must determine that the proposed rates were "probably unlawful," and that the protestant would be injured without adequate remedy other than suspension. Once the rates were suspended, however, the burden of proof would be on the carrier—unless the protestant were another carrier.

The recommendation with respect to the long-and-short-haul clause and aggregate-of-intermediates provision does not propose that Section 4 be repealed. It does, however, contemplate its substantial liberalization. The report says the question in fourth-section situations is this: "Are the railroads entitled to make themselves competitive or is the traffic to be handled to the further distant point exclusively by competing pipe line, railroad, water or other carrier?"

The volume-rates recommendation seems to contemplate that the commission should be directed to be more liberal in authorizing multiple-car or trainload rates and incentive rates for heavy loading. The commission on occasion has authorized such rates, so, presumably, it now has the necessary basic power.

The recommendation on private carriage is designed

SECRETARY WEEKS HAILS REPORT

Secretary of Commerce Sinclair Weeks, who was chairman of the Presidential Advisory Committee on Transport Policy and Organization, issued the following statement when the report was made public:

"I believe that this comprehensive review sets a pattern for better and less expensive transportation for the American people.

"It has been long recognized that serious problems have been increasing in the transportation field which tend to curb the maximum over-all effectiveness of the industry in our economic growth and national security. . . .

"The report recommends that national regulatory policies be revised consistent with the public interest, (1) to permit greater reliance on competitive forces in rate making, and (2) to assure the maintenance of a modernized and financially strong system of common carrier transportation adequate for the increasing needs of the nation.

"As a result of the report I trust that the public will gain a clearer understanding of transportation problems and therein find feasible ways and means of solving some of the problems."

to limit private truck operations "to the distribution of the owner's products and supplies . . . and the return haul of materials to be used in his own operation." The contract-carrier recommendation is bottomed on the committee's finding that the definition of contract carriers "should be sharpened to make clear that such carriers are of a specialized nature, and that they should be so regarded only if they clearly substitute for a feasible private carrier operation and do not perform common carrier services which would ordinarily be undertaken by common carriers."

Supporting its call for repeal of the bulk commodity exemption applicable to water carriers, the committee had this to say: "Both railroads and many common carriers by water, in their competing service in the carriage of bulk commodities, are fully regulated, including the requirement that actual rates be published. Bulk water carriers in exempt operations, on the other hand, need not publish their rates and are able to obtain competitive traffic by quoting lower than the published rate. Common carriers by water complain that if they are to obtain the benefits of the exemption they must segregate their tows to exclude non-exempt commodities . . . It is claimed that conformity with the requirements for exemption results in operating inefficiencies. . . ."

It was emphasized that the recommendation would not affect the exemptions now applicable to contract carriers of bulk commodities on the Great Lakes. Nor would it disturb the right of contract carriers to seek exemption of transportation which, by reason of the nature of the commodities or requirements for special equipment, is not competitive with rail or motor common carriers.

The recommendation on Section 22 rates is short of a repealer because of the committee's feeling that "government procurement practices and peculiar exigencies affecting movement of its traffic as distinguished from normal movement in commercial channels require special consideration." Meanwhile, the proposal to make Section 22 quotations subject to most of the act's rate provisions came out of the committee's finding that the present situation "has given rise to abuses and evils which are not in the public interest."

ELECTRONIC COMPUTERS . . .

A Key to Better Operations

Use of computers in hump retarder yards and paper work makes better management possible, thus increasing net income

Increasingly, the use of electronic equipment is making possible better management of operations in several departments of the railroad organization—operating, accounting and traffic especially. A railroad audience of more than 260, representing virtually every railroad department, heard or saw evidence of the truth of this statement at the April 12-14 meeting of the Railway Systems and Procedures Association, at Chicago's Morrison Hotel. The facts were presented by railroad accounting, systems, operating, communications and electrical department men, as well as representatives of electronic equipment manufacturers.

Several of the proofs of the utility of electronic equipment to the railroads were offered by a team of representatives of the Great Northern, in the course of their description of a system of integrated data processing revolving around the handling of the road's iron ore traffic. (For a detailed description of this system see *Railway Age*, October 11, 1954, page 27.) This system integrates accounting and operating department paperwork through the use of an electronic digital computer and common language business and communication machines. P. A. Nemcek, staff assistant to general manager of the Great Northern, told how it also helps the railroad's shippers and receivers.

Speeding up the weighing process and other paperwork has made it possible for the railroad to advise the shipper quickly as to the quantity of a required grade of ore on hand at the docks. Consequently the shipper is able to make up any deficiencies in an order quickly. This has made possible also a reduction in ship waiting times. B. E. Wynne, controller of the Western Maryland, in commenting on the GN presentation, called the system possibly evidence of a new era in the railroads' concept of service to their customers. Obviously, he said, the GN had seen its part in the transportation of iron ore as a "dock to dock" rather than a yard to yard process. Thus the railroad was making it easier for its customers to do business. Only by so doing, he concluded, could the railroads hope to continue to play an important part in the nation's transportation picture.

As a byproduct of the Great Northern's weighing and billing of ore, punched paper tapes are created by so-called common language machines. P. G. Pagel, the road's auditor of mechanized accounts, outlined the process by which the paper tapes are automatically



OFFICERS of Railway Systems and Procedures Association, as well as a panel, are on the speakers' platform at the opening session of the association's annual spring meeting.

transformed into punched cards and then processed by Remington Rand equipment to prepare the necessary accounting documents and reports.

Curtis Fritz, project engineer, Engineering Research Associates Division of Remington Rand, described the computer used by the Great Northern during the weighing part of the ore-handling process. All the components of the machine, he said, are "shelf" items, thus making maintenance and the procuring of parts easy. He said that during one thirty-day period no maintenance had been performed on the computer, and that the machine had come through this test with flying colors.

Six men from the Chesapeake & Ohio, led by Vice-President Finance John E. Kusik, presented the thinking behind the C&O's decision to put Remington Rand's high speed digital computer, Univac, to work for the railroad. Mr. Kusik and William Bamert, assistant to vice-president—finance, made it clear that although the computer is expected to save the railroad considerable money through reducing clerical costs, the road's board of directors regarded the device's potential ability to give the railroad better management of its operations as even more important in the long run. (The C&O's "computer story" appeared in part in *Railway Age*, March 21, page 52.)

Mr. Bamert told how the C&O expects to be able to use Univac to process information to do a better job of distributing empty freight cars. This, said Mr. Kusik, should enable the C&O to make better use of its cars and perhaps reduce the number of cars needed to serve partons. Thus, he said, some of the disadvantages of the present "non-compensatory" per diem rate would be overcome.

J. F. Feagler, chief methods research officer of the



C&O, told of the railroad's "one shot" paperwork concept which would be made possible by the computer and the railroad's improved communications network. The "one shot" process, he said, envisioned one original correct recording of data, with all subsequent handling of this data (regardless of the department for which provided) done on a centralized basis through the media of common language machines, including the computer.

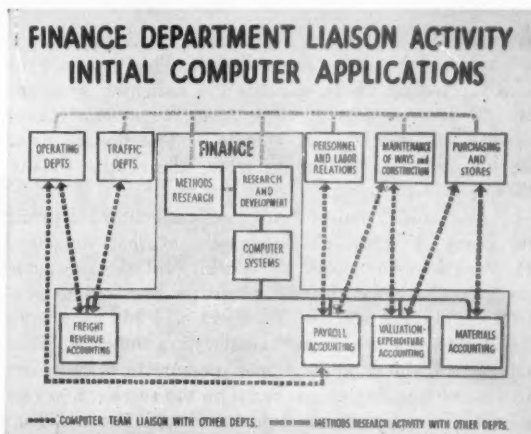
Thus, all the data from the waybill, for example, would be recorded only once manually and succeeding processing of the data from the waybill by mechanical means would give operating, traffic and accounting departments all necessary information from this document without human intervention in the way of retranscribing. E. L. Morrison, Jr., superintendent of freight transportation, described how the communications system now being set up by the C&O is basic to the "one shot" process in the waybill handling-train and car movement information field.

A. F. Dell Isola, research assistant to the vice-president—finance, told how the C&O made its economic appraisal to determine whether or not the purchase or rental of a computer was justifiable. (*Railway Age*, March 21.) H. N. Laden, C&O's chief of computer systems development, spoke on "staffing and training" for a computer installation. The C&O's work, Mr. Laden said, has been made "relatively easy" because of a five year program of systems and procedures improvement—based largely on the work of its methods staff—which preceded the decision to get the computer. But, he continued, whether or not one gets a computer a methods group "almost invariably earns its pay several times over."

Mr. Laden urged that those railroads planning to put a computer to work train their systems and procedures personnel in computer programming. "In addition to

their systems experience, they will know railroad vocabulary, they will know railroad environment, they will know railroad problems." This is almost a necessity, he concluded, because of (1) the complexities of programming the computer system and (2) the fact that trained programmers are scarce. And "the programmer must know in intimate detail all the raw material available and the end results required, and must be able to construct a logical flow of events from the raw data to the end results. He must provide that this flow be accomplished in a sequence of steps which the machine understands. In doing so, he must recognize every point where a logical decision must be made [by the computer] and provide for every alternative."

Representatives of the Union Pacific and Reeves In-



ONE OF THE C&O's visual presentations showed the relation of the finance department with other departments of the railroad in the computer "get ready" program.



IN THE BOX at the right is radar speed meter which measures car speed before it enters the retarder and while it is passing through the retarder. Scene is at the Union Pacific yard at North Platte, Neb.

strument Corporation described the working of a system of automatic switching and control of car coupling speeds presently in use in the UP North Platte, Neb., yard. (A detailed description of the system appears in the April issue of *Railway Signaling and Communications*.)

R. J. Berti, assistant electrical engineer of the UP, told of the need for better control of switching speeds in hump retarder yards and the virtual impossibility for men to judge speeds accurately enough to adjust retarder pressure so as to control coupling speeds properly. For satisfactory car coupling, he said, the retarder operator must estimate the speed of a car to within one-tenth of one per cent while watching it roll about 100 ft. He paid tribute to the ability of operators to do this successfully, he estimated, about 65% of the time. With the automatic control of retarder pressure, made possible by radar speed measurement and an analogue computer built by Reeves, the number of overspeed impacts had been reduced to less than 10%, Mr. Berti reported.

D. C. Bettison, general signal engineer of the UP, described the working of the automatic switching mechanism devised by the railroad. This system provides for setting up in advance the switching program for 100 cars or cuts of cars. Also, the system makes possible the "cancellation, change or insertion of cars, into the machine, without disturbing the routing of any other cars in the train."

L. A. Cornell, assistant to vice-president of Reeves, and Perry A. Seay, chief engineer of that company, described in some detail the working of the computer which regulates the retarder pressures required to govern car coupling speeds. Mr. Seay said his company's equipment measures cars' acceleration over a given distance and then applies proper pressure to bring about the desired coupling speed, based on the acceleration rate and the distance the car would travel until it coupled up to cars standing in a given track.

Mr. Cornell pointed out that there is a lot of "know-how" available from electronic equipment manufactur-

ers. He suggested that a freer exchange of information on problems and equipment between the railroads on the one hand and the equipment manufacturers on the other would lead to profits for both parties.

S. V. Smith, assistant electrical engineer of the Pennsylvania, said that an analogue computer built by the railroad in 1950 had reduced by 80% the time required in figuring tonnage ratings, and determining train schedules possible where given tonnages were to be hauled by a train with given motive power. Chief advantage of such calculations is to permit the economical assignment of motive power to freight or passenger trains.

For example, the assignment of additional motive power to a train might decrease running time between given points. The computer helps determine whether or not this assignment will be economical in terms of the time that might be saved.

A. A. Santry and J. F. Williams, of International Business Machines Corporation, described respectively the working of their company's Cardatype machine and Type 705 computer. Joseph Crabtree of Remington Rand told RSPA members and guests of his company's new machine, the Univac File Computer. T. L. Dimond of the Bell Telephone Laboratories described automatic toll dialing and automatic message accounting.

W. N. Norris, retiring president of RSPA and general auditor of the Great Northern, in summing up the work of the association during the year ending with the 1955 spring meeting, called attention to the growth of membership as well as the number of roads represented by members. In the three years since the founding of RSPA, membership has increased from 38 to 170. Roads represented by members in 1952 numbered 15, while presently 48 U.S. Class I roads, having 84% of the Class I mileage, have members in the association.

Mr. Norris called attention to the fact that increasing membership and activity on the part of the association had placed a great administrative burden on the officers. Unless the officers get some relief from this burden, he said, the work of the group would be "slowed to a walk." Consequently, the association had decided that a paid executive secretary was needed. Contributions toward the salary and expenses of such an officer had been received (to April 12) from 21 of the roads having members in the association, and Mr. Norris said he was sure a number of other roads soon would be listed among RSPA's sponsors.

Mr. Norris called attention to the fact that one of the objectives of RSPA is to "assist railroad management in realizing maximum effectiveness." In attempting to fulfill this objective in part, RSPA has led the way in the railroad field, he said, in advancing the concept of integrated data processing as well as the use of electronic computers. He emphasized that RSPA is not trying to tell anyone *what* to do. Rather it is attempting to show how things may—and can—be done.

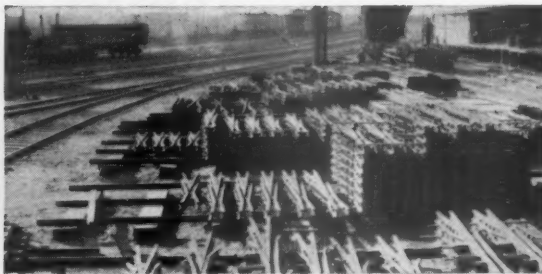
At the association's closing session on April 14, the following officers were elected: President—W. A. McClintic, assistant to general manager, C&O; 1st vice-president—C. A. Strickland, manager-office methods and procedures, Baltimore & Ohio; 2nd vice-president—H. L. Porter, assistant comptroller, New York Central; secretary-treasurer—J. W. Milliken, director research, *Railway Age*.



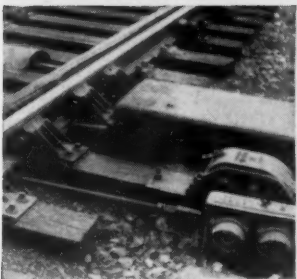
Rail Joints



Bridges



Stored Materials



Signal Equipment



Car Journals



Pipe Protection



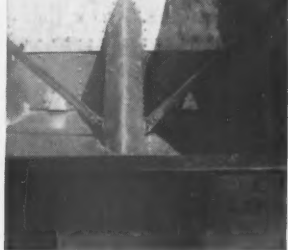
Viaducts



Steel Tanks



Street Crossings



Car Construction

**There is a DEARBORN NO-OX-ID[®]
for every railroad application**

NO-OX-ID PROTECTS...NO-OX-ID SAVES

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Chemical Company

Merchandise Mart Plaza • Chicago 54, Ill.



NEW MECHANICAL refrigerator car, one of 50 just received by the NP, shown with 6-ft Camel door closed.

They're Built to Maintain Zero

Fifty mechanically cooled cars, constructed by the Pacific Car & Foundry Co. in the Pacific Northwest, are designed primarily to handle frozen foods

The Northern Pacific has just taken delivery of 50 mechanically-cooled refrigerator cars, designed by the Pacific Car & Foundry Co., together with NP engineers. The cars were built at the Renton, Wash., plant of this company, the only commercial railway car builder in the Northwest. Frigidaire cooling and heating units are installed on these cars, which have complete modern equipment and controls for the movement of frozen food shipments at 0 deg F or below.

Trucks are the ASF Ride-Control type with 6-in. by 11-in. journals and Hyatt roller-bearing boxes. The car underframe, of copper-bearing steel, is all welded except for riveted cast-steel strikers, draft lugs and bolster center fillers. The riveted type superstructure consists of .010-in. thick vertical sheets, ZU rolled side plates and Dreadnaught steel ends with W-corner posts. All sections 1/4-in. and less in thickness are made of O H steel with at least 20 per cent copper content.

Special Features

The "envelope"-type body includes a metal subfloor, Douglas fir waterproof plywood lining, ceiling and side-wall flues. The floor has 8 in. of insulation with one convection barrier. Sides, ends and 6-ft wide sliding doors have a total of 7 in. of insulation with aluminum foil outside and one convection barrier. The roof has 10 in. of insulation with reflective paper on top and two convection barriers.

It is expected that these cars will give a "softer" ride with suitably snubbed 3-11/16 in. long-travel truck springs. Train handling shocks are cushioned with National rubber-type draft gears. AAR Type-F couplers reduce free slack and prevent vertical slipovers and dropping couplers when mated with other Type-F couplers.

According to the railroad, the Camel 6-ft sliding doors give a better "seal" at the doors. This width permits use of lift trucks in loading and unloading. Transco all-steel galvanized floor racks support the larger concentrated loads due to the use of mechanical loading trucks.

The Minnesota Mining & Manufacturing Co.'s insulating material, EC-244, is said to give improved adhesion and better corrosion protection under refrigerator car conditions, for the inside steel surfaces of the car. Similarly, the Minnesota Platon Corporation's sealer and finishing coats are used instead of varnish on both sides of the lining to give better protection to the plywood and provide a better finish under the temperature extremes developed in this type of car.

Cooling and Heating

The refrigeration and heating installation consists of a Detroit Diesel 2-71, 2-cylinder, 2-cycle, 34-hp, 1,200 rpm engine, driving a Delco Model 1-999, 20-kw, 3-phase 60-cycle alternator. This alternator supplies electricity for operating two independent refrigeration systems con-

Rail cars

FAIRBANKS-MORSE

Maintenance and Inspection Cars

Rail cars

In all Fairbanks-Morse railroad equipment the emphasis is on safety—efficiency—and durability. In addition to having built the first gasoline engine railway motor car over half a century ago, Fairbanks-Morse has pioneered the major contributions toward the construction of safer,

more efficient motor cars, push cars, and trailers. The Fairbanks-Morse equipment available to the railroads today is backed by extensive research, exhaustive track tests which have resulted in absolutely sound and practical designs that are far in advance of their fields.

model 101

All new inspection car, has more safety features that make for more efficiency. With its simple friction drive transmission—four speeds forward, three speeds immediate reverse—it's a pleasure to operate. Low center of gravity helps it hug the rails for safer travel. Rear lifting weight of only 98 pounds makes it light enough to be handled by a minimum crew—yet it has ample accommodations for four men. It is the ideal inspection car for division engineers, road masters, signal maintainers, and supervisors of track.

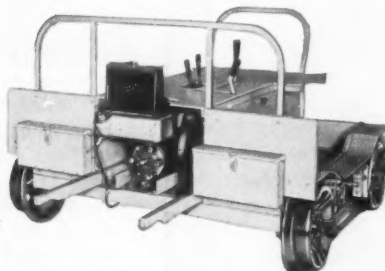


features

Aluminum alloy frame—16"x ¼" AREA Std. demountable steel wheels with wheel silencer—spring-mounted axle boxes—water-cooled engine with steam condenser—AREA Std. safety rails—two-way extension lifting handle, spring loaded for safety—differential front axle—aluminum alloy rail skids—four-wheel brakes—fuel strainer—Linkert adjustable carburetor—flexible fuel line.

model 100

Here is a lightweight aluminum alloy frame car with a 36" wheel base that assures comfortable riding for Signal Maintainers, Roadmasters, Track Patrolmen and Linemen. There's ample room for two men and tools, yet low rear lifting weight assures easy handling by one man. Grouped controls, sure brakes mean convenient operation. Available with modern full-vision aluminum cab.

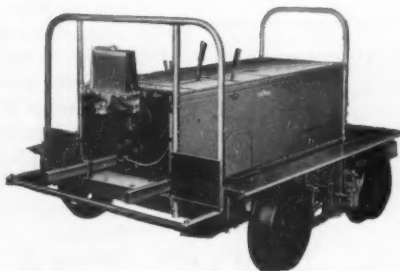


features

Aluminum alloy frame—big, 11-hp. 2-cycle engine—cast aluminum piston with 4-ring design that requires no dowels—drop-forged heat-treated aluminum alloy connecting rod with renewable bearing sleeves—differential front axle is exclusive Fairbanks-Morse double-sleeve type where each element gets half the normal wear—AREA standard demountable hub steel wheels—four-wheel brakes—flexible fuel line with strainer.

model 53D & 53DV

A double-duty motor car with seating capacity for standard section crew and their equipment—yet light enough for minimum crew to handle, with a rear lifting weight of only 154 lbs. Low center of gravity assures easier handling of fully loaded trailers and safer riding, safer handling at maximum speed. Many other models available for heavy-duty inspection and general service.



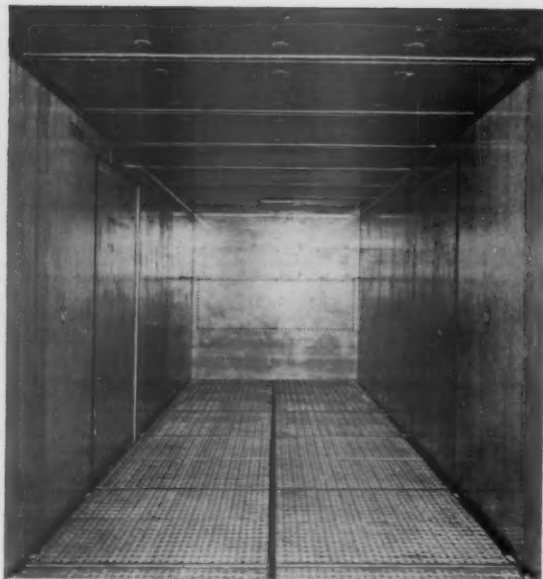
features

Powerful 8 or 13 hp., 2-cycle water-cooled engine with air-cooled clutch—pressed steel channel frame—16" x ¼" AREA Std. demountable hub steel wheels—differential front axle—optional V-belt or roller chain drive—self-centering four wheel-brakes—steel rail skids—one-piece metal seat side enclosure—two-way, steel reinforced extension lifting handles—flexible fuel line with strainer—Linkert carburetor.

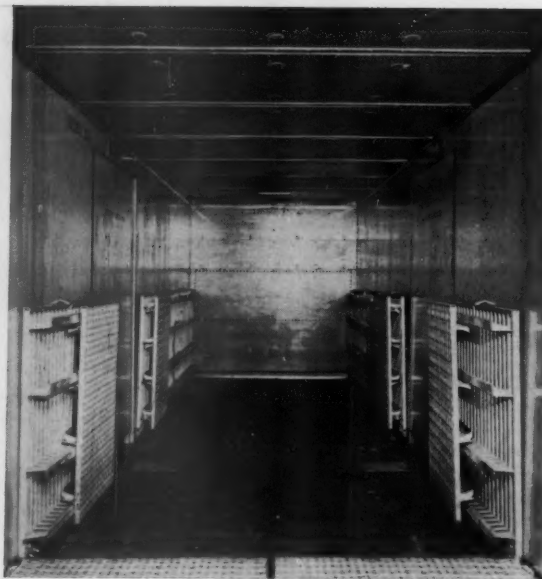


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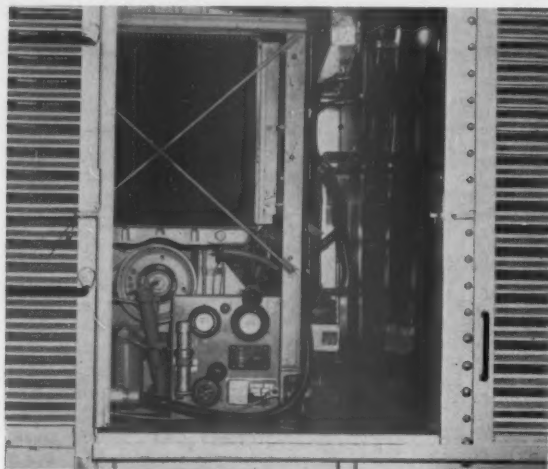
a name worth remembering when you want the best



LOWERED floor racks are shown in this interior view. Racks, of galvanized steel, withstand concentrated loading produced by mechanical loading trucks.



RAISED floor racks reveal the floor which has 8 in. of insulation. Air circulates downward through the side and wall flues to the underside of the racks.



REFRIGERATION COMPARTMENT interior shows 34-hp diesel engine in foreground with running and temperature controls.

PRINCIPAL DIMENSIONS AND WEIGHTS OF NP MECHANICAL REEFERS

Length over strikers, ft in	52	5
Inside length, ft in	44	5
Inside width, ft in	8	3
Inside height, ft in	7	11
Width at eaves, ft in	9	8
Extreme width, ft in	10	6
Eaves from rail, ft in	13	11
Extreme height from rail, ft in	14	10
Door width, ft in	6	0
Door height, ft in	7	9
Cubic capacity—level full, cu ft		2,900
Nominal capacity, lb		120,000
Light weight, lb		85,000
Load limit, lb		125,000

trolled by a single thermostat. Each system includes an evaporator, a condenser, a 5-hp, 2-cylinder, sealed-type compressor and controls. Freon-12 is the refrigerant.

The heating elements for defrosting or heating the car are installed within the evaporation unit. Electricity for the elements is supplied by the alternator and automatically controlled. Two centrifugal-type blower fans, mounted on the blower motor shaft, draw the cooled or heated air upward through the bulkhead duct and evaporator and discharge it into the ceiling duct. The air then circulates downward through the side and wall flues to the underside of the floor racks, returning to the bulkhead flue to complete the cycle. Air ducts surround the loading space so cooled or heated air may be diverted into the loading space by opening the adjustable ceiling-duct louvers to provide quick precooling or removal of heat from the load and more uniform temperatures throughout the load.

Temperature is set by thermostat and either heat or refrigeration can be provided to maintain from —10 deg to 70 deg F, regardless of outside heat or cold. The refrigeration equipment is fully automatic. When the engine is started, it operates for about 20 seconds to attain running speed before the first compressor cuts in. Four seconds later the second compressor starts. The equipment brings the temperature to and holds it at the thermostat setting.

For settings below 20 deg F, refrigeration only is provided. Above 20 deg either heat or refrigeration is supplied, as required. Heating and refrigeration units interlock so that the car cannot heat and refrigerate at the same time. Defrosting of evaporators in the car is begun automatically by a defrost clock every 12 hours. The defrosting period is ended by the thermostat control which opens when the evaporator is clear of frost.

Fuel capacity of the cars is large enough so that the power plant can run about 17 days in continuous operation on the initial fuel supply.



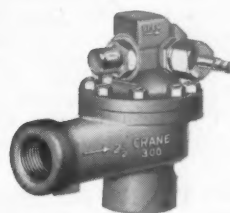
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CRANE'S FIRST CENTURY...1855-1955

Railway Officers

(Continued from page 16)

Railroad Committee for Study of Transportation and as associate director of research, and since 1947 as manager of special services in the Public Relations department. He is author or co-author of a number of books and articles on transportation.

Mr. Hill is a native of Somerville, Mass., where he was born in 1900. From 1919 to 1944 he was in newspaper work in Boston, joining the B&M and the MC in the latter year as their official photographer. From October 1948 to August 1954 he was publicity manager of the B&M, and was concurrently publicity manager (1948-1951) and publicity and advertising manager (1951 to date) of the MC.

Mr. Kiernan's election as executive vice-president, and the other official changes, result from change in control of the B&M at its April 13 annual meeting, and from the resignations of E. S. French and T. G. Sughrue, former chairman and president, respectively (*Railway Age*, April 18, page 16).

BALTIMORE & OHIO.—**Henry V. Diegelman**, tax accountant in the office of comptroller, has been appointed assistant to comptroller at Baltimore, having charge of income tax matters.

CANADIAN PACIFIC.—**A. J. Cowie**, superintendent at Penticton, B.C., has been transferred to Regina, Sask., succeeding **Charlie Reid**, who retired on pension March 31.

A. W. Harris, assistant superintendent of the Laurentian division at Three Rivers, Que., has been appointed superintendent of the Bruce division at Toronto, succeeding **J. G. Coleman**, who has been transferred to Schreiber, Ont. Mr. Coleman replaces **John C. McCuaig**, whose appointment as manager of the subsidiary Dominion Atlantic was noted in *Railway Age*, March 14. **V. A. E. Everitt**, assistant superintendent at North Bay, Ont., has been transferred to the Laurentian division, succeeding Mr. Harris.

CANADIAN PACIFIC EXPRESS.—**Vic Johnson**, assistant superintendent at Winnipeg, has been appointed superintendent of the Western division there, succeeding **W. T. Beaven**, who has been promoted to the new position of assistant traffic manager at Toronto.

CHICAGO GREAT WESTERN.—**Jack B. Lewis** has been named general agent at Vancouver, B.C., succeeding **E. S. Hedman**, deceased.

CLINCHFIELD.—**C. K. Lucas**, assistant chief engineer at Erwin, Tenn., retired March 31. **J. A. Goforth** has been appointed maintenance engineer; **L. C. Kerns** has been named senior assistant engineer, and **M. L. Manion**, signal engineer, has been ap-

pointed engineer, signals and communications. All have headquarters at Erwin.

NORFOLK SOUTHERN.—**Frank J. Tally**, assistant to executive vice-president, has been promoted to assistant executive vice-president at Norfolk, Va., succeeding **John S. Cox**, who retired April 1 after half a century of service.

Melvin B. Dowdy, assistant chief mechanical officer, has been promoted to superintendent motive power and equipment at Carolina shops, Norfolk, succeeding **James H. Wilson**, chief mechanical officer, who retired April 1, after 50 years of railroad service, 38 of which were with the NS.

R. F. Haley, supervisor labor relations, has been appointed director of personnel at Norfolk, with supervision over personnel and labor relations matters.

The titles of assistant to executive vice-president, assistant chief mechanical officer and supervisor labor relations, have been abolished.

Mr. Tally joined the NS in 1916 as agent at Carbondon, N.C., later serving as agent at Wadeville, N.C., division timekeeper at Raleigh, chief timekeeper at Norfolk, car distributor, chief clerk to general superintendent, superintendent car service, superintendent transportation, and assistant to vice-president—operations. He became assistant to executive vice-president in the fall of 1954.

PENNSYLVANIA.—**H. Buckley** has been appointed assistant superintendent, stations and transfers, Eastern region.

A. S. Barr, division engineer, Cincinnati division, has been transferred to the Chicago division, succeeding **A. M. Schofield**, who has moved to the Pittsburgh division. **J. M. Kirschner**, assistant division engineer, Maryland division, replaces Mr. Barr.

W. R. Gerstnecker, assistant treasurer, has been elected treasurer, suc-

has retired after almost a half-century of service. **D. M. Cull**, cashier, succeeds Mr. Shaffer as assistant to treasurer. All have headquarters at Philadelphia.

READING.—**J. H. Smedley**, assistant to secretary-assistant to treasurer at Philadelphia, has been elected assistant treasurer, succeeding **R. M. Robinson**, who retired March 31 after more than 42 years of service. **A. M. Arnold** succeeds Mr. Smedley.

SANTA FE.—**W. T. Richardson** has been appointed acting superintendent, Oklahoma division, at Arkansas City, Kan., succeeding **H. C. Willis**, who is on leave of absence.

Raymond D. Shelton, acting general manager, Coast Lines, has been appointed general manager, Coast Lines, at Los Angeles, succeeding **O. L. Gray**, whose retirement was noted in *Railway Age* April 4. Mr. Shelton joined the road in 1919. After advancing through a number of positions he was appointed division superintendent at Winslow, Ariz., in 1949. Later that year he was named to a similar position at Fresno, Cal., becoming assistant



Raymond D. Shelton

general manager, Coast Lines, at Los Angeles in 1952, and acting general manager in 1954.

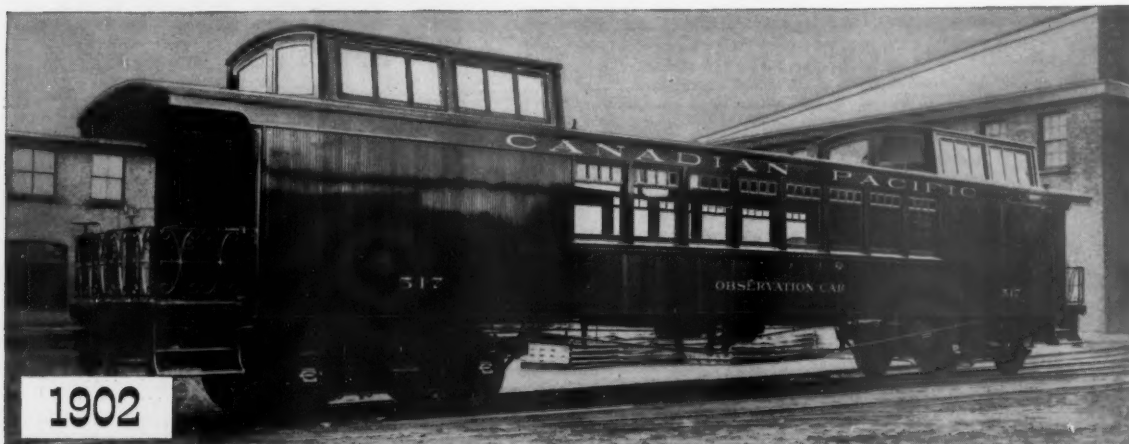
George B. Kelley, assistant division freight agent at Dallas, has been named assistant to general freight traffic manager at Chicago. **Charles M. Janes**, assistant division freight agent at San Francisco, has been appointed general agent, freight traffic department, at San Jose, Cal., succeeding the late **Lynne E. Craig** (*Railway Age*, March 14). **Loren R. White** has been named district freight agent at Bakersfield, Cal.

TEXAS & NEW ORLEANS.—**M. N. Cowan**, assistant general freight agent (rates) at Houston, has been appointed assistant to freight traffic manager (rates) there, and has been replaced by **J. J. O'Connor**. **E. J. Shafer**, district freight agent at Dallas, has been appointed general freight agent there, succeeding **L. C. Bouchard**, whose retirement was noted in *Railway Age* April 4. **N. W. Smith** replaces Mr. Shafer.



W. R. Gerstnecker

ceeding **P. D. Fox**, who will continue as assistant vice-president—finance. **J. H. Shaffer**, assistant to treasurer, has been named assistant treasurer, succeeding **J. Pemberton, Jr.**, who



Practical and popular. Car No. 517 was an immediate success when put into service by the Canadian Pacific Railway in 1902. The road is adding 36 sleekly beautiful stainless steel dome cars to its fleet. The Budd Company of Philadelphia, Pa., has produced over 2250 all-stainless steel passenger cars, including scenic dome types.

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Old No. 517 rolled out of the Canadian Pacific shop in 1902 — it had to be scrapped in 1913, after a life of only 11 years. By contrast, modern all-stain-

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American Brake Shoe Co.26, 27
Agency—Doyle, Kitchen & McCormick, Inc.
American Creosoting Co., Inc.24, 25
Agency—Russell T. Gray, Inc.
American Steel Foundries22, 23
Agency—Erwin, Wasey & Co.

Barber-Coleman Co.17
Agency—Howard H. Monk & Associates, Inc.
Bethlehem Steel Co.31
Agency—Jones & Brakeley, Inc.
Boyer, R. H.62
Budd Co., The18, 19
Agency—Lewis & Gilman, Inc.

Canadian Pacific32, 33
Agency—Kenyon & Eckhardt, Inc.
Classified Advertisements62
Colonna Angelo20
Agency—H. Lesseranz
Crane Co.59
Agency—The Buchen Co.

Dearborn Chemical Co.55
Agency—The Buchen Co.

Fairbanks-Morse & Co.57
Agency—The Buchen Co.

General Railway Signal Co.Back Cover
General Steel Castings29
Agency—Oakleigh R. French & Assoc.

International Nickel Co.61
Agency—Marschalk & Pratt Co., Div. of McCann Erickson Co.
Iron & Steel Products, Inc.62

Kaiser—Aluminum & Chemical Co.30
Agency—Young & Rubicam, Inc.
Kinki Nippon Railway Co., Ltd.21
Agency—Hixon & Jorgenson, Inc.

Le Tourneau-Westinghouse Co.36
Agency—Andrews Agency, Inc.

Miner, Inc., W. H.1
Mink-Dayton, Inc.35
Agency—Hugo Wagenseil & Associates
Mississippi Valley Equipment Co.62

National Aluminate Corp.Inside Front Cover
Agency—Armstrong Advertising Agency

Railway Education Bureau, The62

S. K. F. Industries, Inc.28
Agency—O. S. Tyson & Co., Inc.
Safety Car Heating & Lighting Co., Inc., The Lighting
Div., The6
Agency—J. C. Bull, Inc.

Union Switch & Signal2
Agency—Batten, Barton, Durstine & Osborn, Inc.

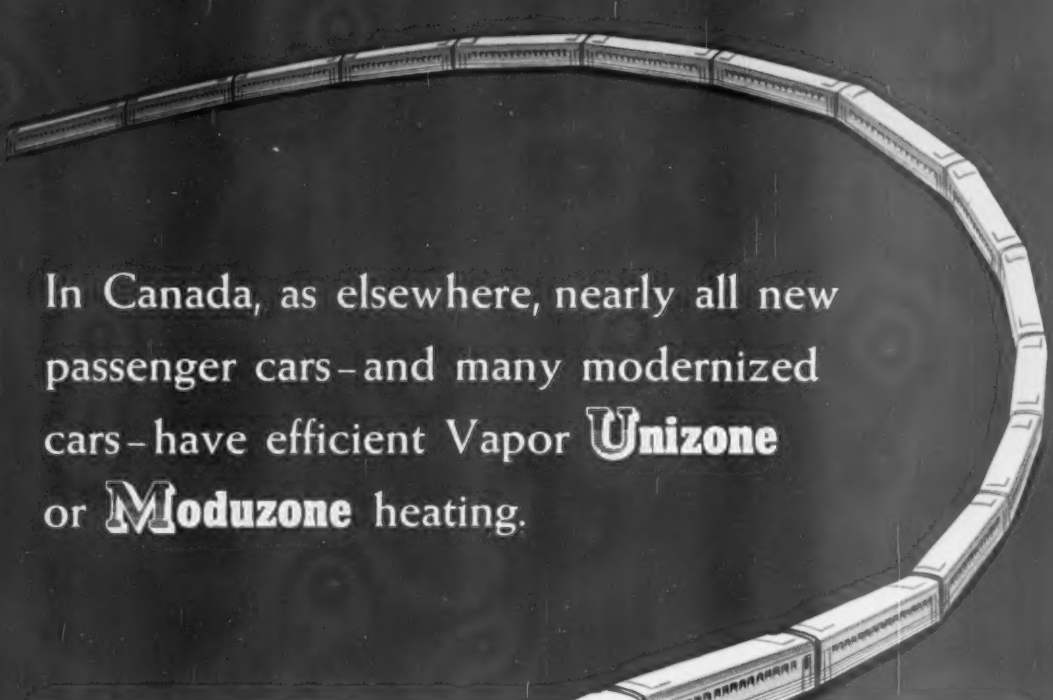
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Agency—William Hart Adler, Inc.

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